

GRAND TRUNK



OPERATING RULES

Employees must sign and return this receipt
to the Superintendent.

_____ 19____

I hereby acknowledge receipt of Operating
Rules Book which is effective January 1, 1984.

Name

Social Security Number

Position

**THIS BOOK
IS THE PROPERTY OF**

**GRAND TRUNK
RAILROAD**

AND IS LOANED TO

<u>NAME</u>	<u>EMPLOYED AS</u>	<u>DATE</u>

Who agrees to return it to the proper officer
when called for, or upon leaving the service, or
forfeit \$5.00 as payment therefor.

GRAND TRUNK

OPERATING RULES

The rules herein will supersede all previous rules and instructions affecting train operation issued prior to Jan. 1, 1984. Special instructions may be issued by the proper authority.

G. L. Maas
Vice President-Operations

Regular Page Numbers: When reissued must be placed in book and old page removed.

Decimal Page Numbers: When issued, pages numbered 10.1 and 10.2, for example, should be inserted between page 10 and page 11, etc.

This book contains revised pages as follows:

Page	Date
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NONE	
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Page	Date
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January 1, 1984

Page

Date

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Date

January 1, 1984

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GENERAL NOTICE


Safety is of the first importance in the discharge of duty.

Compliance with the rules is essential to safety.


In case of doubt or uncertainty the safe course must be taken.

To enter or remain in the service is an assurance of willingness to obey the rules.


GENERAL RULES



A. Employees whose duties are prescribed by these rules must have a copy of them available for reference while on duty.




Employees whose duties are in any way affected by the time table must have a copy of the current time table, and supplements thereto if any, with them while on duty.




B. Employees must know and obey the rules and special instructions. If in doubt as to their meaning, they must apply to proper authority of the railroad for explanation.

Special instructions may be issued by the Superintendent or other designated officer and will be found in the current time table and in bulletins.


C. Employees must attend instruction classes and pass examination at prescribed interval. They must carry a valid certificate of rules qualification with them while on duty.



D. Employees in any service connected with the movement of trains are subject to the rules and special instructions.



E. Employees must devote themselves exclusively to the Company's service while on duty, render every assistance in their power in carrying out the rules and special instructions and promptly report to the proper official any violation thereof.



They must be of good moral character and must conduct themselves at all times, whether on or off Company property in such manner as not to bring discredit upon the Company.

Card Playing, gambling, making bets, fighting or participating in any illegal, immoral or unauthorized activity while on duty or on Company property is prohibited.

Books, magazines, or papers other than Company instructions must not be read while performing service.

Sleeping or assuming an attitude of sleep while on duty is prohibited.

The use or possession of televisions and radios other than those furnished or authorized by the railroad is prohibited.

The solicitation or acceptance by employees of gratuities from patrons is prohibited.

Any act of hostility or willful disregard of the Company's interest will not be condoned.

F. Accidents, failure in the supply of water or fuel, defects in track, bridges, signals, or any unusual condition which may affect the movement of trains or engines must be promptly reported by the quickest available means of communication to the proper authority, and necessary protection provided. In case of injury to persons, the names and addresses of as many witnesses as possible must be obtained.

G. Employees subject to call, reporting for, or on duty shall not, at any time, use or be under the influence of narcotics, intoxicants, or any substance whatsoever, including those prescribed for them for medical reasons that will in any way adversely affect their alertness, coordination, reaction, response or ability to work properly or safely.

The possession of narcotics, or intoxicants while on duty or on Company property is prohibited.

H. The use of tobacco by employees while on duty in the process of, or engaged in, serving patrons in passenger carrying cars, or in and about passenger stations, is prohibited.

Cigarette smoking is allowed in "Smoking Permitted" sections of passenger carrying cars, while seated at designated locations — providing there is no possibility of discomfort to passengers. The use of cigars or pipes is expressly forbidden.

I. The use or possession of firearms or any form of weapon while on Company property is prohibited, except as authorized by proper authority to appropriate employees.

J. Employees must report for duty at the designated time and place and be neat in appearance. In passenger service, they must wear the prescribed badge or insignia and uniform.

K. To avoid annoyance to the public, employees and others authorized to transact business at stations and on or about trains, must be courteous, orderly and quiet.

L. In case of danger, loss, or damage to Company property by fire, theft, or other causes, employees must unite to protect it. Abuse, misuse, defacing of or deliberate damage to or destruction of Company property, tools or equipment is prohibited. When leaving the service, employees must return property entrusted to their care. The unauthorized possession of, removal or disposal of, any material from rail-

road property or property served by the railroad is prohibited.

Employees finding any material or object must not attempt to transport or carry such material or object to any facility for the purpose of giving it to a supervisor unless authorized to do so. Unauthorized safe-keeping will not be considered a valid reason for noncompliance with these instructions.

M. Employees must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and the tools which they use in performing their duties and when found defective, will, if practicable, put them in safe condition, reporting defects to the proper authority.


Train, engine, and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. The deck of flat cars may be occupied provided employee is positioned at least ten feet from end of car. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

Employees must not ride on side of cars or engines passing structures or obstructions at any point at which there is restricted side clearance and must inform themselves as to the location of such.


Employees must expect the movement of trains, engines, cars or other equipment at any time, on any track, in either direction.

Employees must provide themselves with a copy of the Safety Rules prescribed for their department and be governed by the rules contained therein.


DEFINITIONS



For the purposes of these rules, the following definitions apply:




ADVANCE SIGNAL — A fixed signal used in connection with one or more signals to govern the approach of trains and engines to such signals.




AUTOMATIC BLOCK SIGNAL SYSTEM (ABS) — A series of consecutive blocks governed by block signals actuated by a train or engine, or by certain conditions affecting the use of a block.

BLOCK — A length of track of defined limits, the use of which by trains or engines is governed by block signals.


BLOCK SIGNALS — A fixed signal at the entrance of a block to govern trains and engines entering and using that block.



CENTRALIZED TRAFFIC CONTROL (CTC) — A system in ABS territory under which train or engine movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.



CURRENT OF TRAFFIC — The movement of trains on a main track in one direction specified by the rules.



DIVISION — That portion of a railroad assigned to the supervision of a Superintendent or other designated officer.

DUAL CONTROL SWITCH — A power operated switch also equipped for hand operation.



DWARF SIGNAL — A low signal used as a block or interlocking signal.

ELECTRIC SWITCH LOCK — An electric lock connected with a hand operated switch to prevent its operation until the lock is released.



ENGINE — A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.



EXTRA TRAIN — A train not authorized by a time table schedule.

FIXED SIGNAL — A signal of fixed location indicating a condition affecting the movement of a train or engine, such as a train order, interlocking, or block signals; switch target; stop signs; yard limit signs; or mile posts or speed signs etc.

INITIAL STATION — The station at which a schedule is first timed on any subdivision, and for an extra train at any location where such train is created.




INTERLOCKING — An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually, remotely or automatically.




MANUAL BLOCK SIGNAL SYSTEM — A block or series of consecutive blocks, governed by block signals operated manually,




upon information by telephone or other means of communication.



MANUAL INTERLOCKING — An interlocking operated by an employee by means of an interlocking machine.



REMOTE CONTROL INTERLOCKING — A term applied to a system of operating outlying switches or signals appliances from a designated point.




AUTOMATIC INTERLOCKING — An interlocking actuated automatically by the approach of a train or engine.


INTERLOCKING LIMITS — The tracks between the extreme or outer opposing interlocking signals of an interlocking.

INTERLOCKING SIGNAL — A fixed signal at the entrance to or within interlocking limits to govern the use of the routes.


INTERLOCKING STATION — A location from which an interlocking is operated.



MAIN TRACK — A track extending through yards and between stations, upon which trains are operated by time table, train order, or block clearance, or the use of which is governed by block signals, interlocking signals, or other method of control.



PILOT — An employee assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railroad or portion of the railroad, over which the train is to be moved.



RADIO — A Railroad Radio Communication System for the transmission of intelligence between mobile, portable, or base station locations, however used, on moving equipment or at fixed locations.

REGISTER STATION — A station at which a train register is located.

REGULAR TRAIN — A train authorized by a time table schedule.

ROUTE — The tracks a train or engine may use in passing from one point to another.

SCHEDULE — That part of a time table which prescribes class, direction, number and movement for a regular train.

SIDING — A track auxiliary to the main track for meeting or passing trains. Sidings and their length will be designated in the time table or special instructions.

SIGNAL INDICATION — The information conveyed by a fixed signal.

SINGLE TRACK — A main track upon which trains are operated in both directions.

MARKERS — A device to indicate the rear of a train.

SPEEDS:

Restricted Speed — A speed that will permit stopping within one-half the range of vision, also prepared to stop short of switch not properly lined, and be on the lookout for broken rail, and in no case exceeding 15 M.P.H.;

Slow Speed — A speed not exceeding fifteen miles per hour;

Medium Speed — A speed not exceeding thirty miles per hour;

Limited Speed — A speed not exceeding forty-five miles per hour;

Maximum Speed — The highest speed authorized for the operation of trains and engines on main track except as otherwise restricted by yard limits, train orders, speed restriction signs, bulletins, special instructions or other restrictive conditions.

SPRING SWITCH — A switch equipped with a spring mechanism arranged to restore the switch points to normal position after having been trailed through.

STATION — A place designated in the time table by name.

SUBDIVISION — A portion of a division designated by time table.

SUPERIOR TRAIN — A train having precedence over another train.

TERMINATING STATION — The station at which a schedule is last timed on any subdivision, and for an extra train (except work extras) it is the station to which such train is authorized.

TIME TABLE — The authority for the movement of regular trains subject to the rules. It contains classified schedules, and special instructions relating to the movement of trains and engines.

TRAIN — An engine or more than one engine coupled, with or without cars displaying a marker or markers.

TRAIN OF SUPERIOR RIGHT — A train given precedence by train order.

TRAIN OF SUPERIOR CLASS — A train given precedence by time table.

TRAIN OF SUPERIOR DIRECTION — A train given precedence in the direction specified by time table as between opposing trains of the same class.

TRAIN ORDER SIGNAL — A fixed signal where provided at train order offices used in connection with the delivery of train orders.

TRAIN REGISTER — A book or form used at designated stations for registering the time of arrival and departure of trains, and such other information as may be prescribed.

TRAFFIC CONTROL SYSTEM — A block signal system under which train movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

TWO OR MORE TRACKS — Two or more main tracks upon any of which the current of traffic may be in either specified direction.

Where two main tracks are in service, each of which is signalled for traffic in both directions, these tracks will be designated as "South Track" and "North Track" where time table

directions are Eastward and Westward, respectively, and "East Track" and "West Track" where time table directions are Northward and Southward, respectively. Where tracks are so designated, there is no specified current of traffic."

YARD — A system of tracks provided for the making up of trains, storing of cars and for other purposes, over which movements not authorized by time table or train order may be made, subject to prescribed signals, rules and special instructions.

YARD LIMITS — That portion of the main track or main tracks within limits defined by yard limit signs.

OPERATING RULES

Unless otherwise specified, these rules are applicable without respect to the number of tracks.

Wherever the word FLAGMAN appears herein it applies to the employee required to perform such duties.

Wherever the word SUPERINTENDENT appears herein it refers to the officer in charge of a Division.

STANDARD TIME

1. Standard time will be transmitted daily in the manner prescribed.

Standard clocks will be maintained at stations designated by time table.

2. Each conductor, engineman, trainman, fireman, yard conductor, yardman, and such other employees as the Company may direct, must carry, while on duty, a reliable watch.

3. Watches of conductors, enginemen, and yard conductors must be compared with a designated standard clock, where provided, before commencing each day's work.

If a designated standard clock is not accessible, standard time must be obtained from the train dispatcher, or by comparing with a conductor or engineman who has had access to a standard clock and has registered. Yard enginemen and yard conductors may obtain standard time from the Yardmaster. At locations where this rule applies, it will be the responsibility of the Yardmaster to have standard time available to Yard Enginemen and Yard Conductors who may obtain this information from the Yardmaster by telephone or radio.

Conductors, enginemen, yard conductors, and pilots, shall, when practicable, compare time with each other before starting on each trip or before commencing work and with other members of their crew as soon as practicable.

TIME TABLES

4. Each time table from the moment it takes effect, supersedes the preceding time table.

A train of the preceding time table loses both right and schedule and can thereafter proceed only as authorized by the Train Dispatcher.

4A. Notice of new time table or supplement will be bulletined at least seventy-two hours prior to the time it takes effect. Notice will also be given by train order issued to trains at least twenty-four hours prior to and, unless otherwise directed, for six days after the new time table takes effect.

5. Not more than two times are given for a train at any station; where one is given it is the leaving time, except at terminating stations it is the arriving time; where two, they are the arriving and leaving times.

Unless otherwise specified by special instructions, time applies:

ON SINGLE TRACK at the siding switch where an opposing train clears; where there is no siding designated, it applies at the station.

ON TWO OR MORE TRACKS at the station.

6. The following symbols when used in the time table indicate:

* See footnote.

B Bulletins and train register.

K Standard clock, bulletins and train register.

P Telephone.

Q Radio Base Station.

R Train register.

S Regular stop.

W Water.

X Crossover between main tracks.

Y Wye.

Z Yard limits.

Train order offices will be indicated by office symbols.

The location of Interlockings, Limits of Two or More Tracks, Automatic Block Signal Systems, Centralized Traffic Control, Traffic Control Systems, Movement by Signal Indication, or Manual Block Systems, will be indicated in the time table.

SIGNALS AND THEIR USE

7. Employees whose duties may require them to give signals must have the proper appliances, keep them in good order and ready for immediate use.

8. Flags (cloth, metal, or other suitable material) of the prescribed color must be used by day, and lights of the prescribed color and type by night.

9. Day signals must be displayed from sunrise to sunset, but when day signals cannot be plainly seen, night signals must be used in addition.

Night signals must be displayed from sunset to sunrise, unless otherwise provided.

Where authorized, reflectorized material of the prescribed color may be used instead of lights by night.

10. COLOR SIGNALS

COLOR	INDICATION
(a) Red	Stop, except as otherwise provided for by the rules.
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Blue	Stop. Workmen are on, under, or between Rolling Equipment. See Rule 26.
(e) Purple	When used on derails, stop.

11. A train or engine approaching a fusee burning on or near its track must stop, extinguish the fusee, and may then proceed at restricted speed for 2000 yards; except that in signal territory, it must stop, extinguish the fusee, and may then proceed at restricted speed to the next signal.

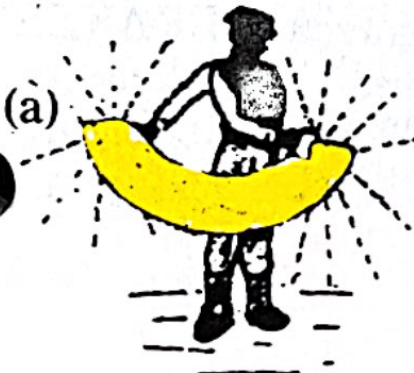
A train or engine approaching a fusee burning beyond the nearest rail of an adjacent track need not stop, but must proceed at restricted speed for 2000 yards; except that in signal territory, it will proceed at restricted speed to the next signal.

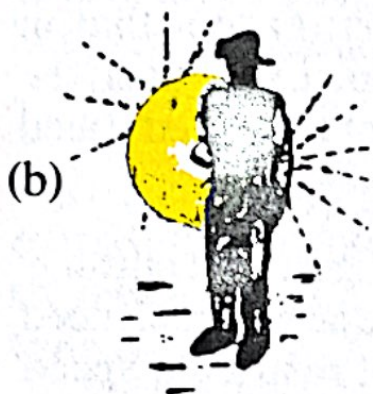
Where there is sufficient sight distance, or where preceded by torpedo explosion, stop must be made before leading wheels pass the burning fusee.

Fusees should not be placed on public crossings at grade nor where they may cause fire.

12. HAND SIGNALS - Employees whose duties may require them to give hand signals must have the proper appliances, keep them in good order and ready for immediate use. Night signals must be used from sunset to sunrise and when day signals cannot be plainly seen.

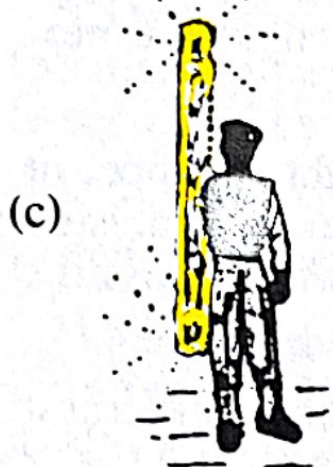
NOTE: The hand, or a flag displayed in the same manner as the lanterns, which are illustrated in the following diagrams, gives the same indication.

METHOD OF DISPLAY	INDICATION
 <p>(a)</p>	<p>Swung from side to side at right angle to the track.</p> <p>STOP</p>



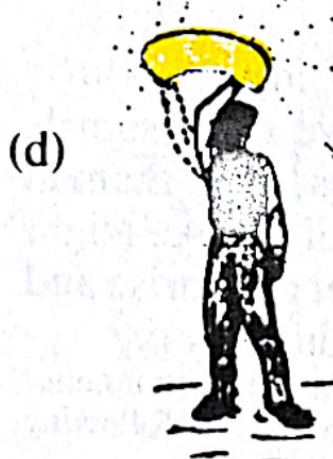
Swung in a circle at right angle to the track, at a speed in proportion to the speed required.

**MOVE
BACKWARD**



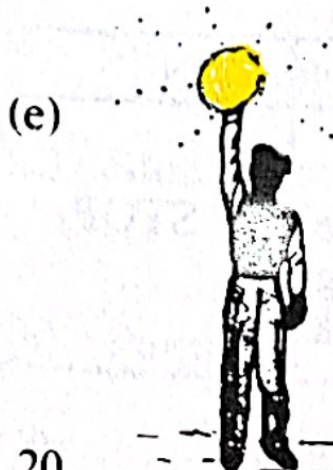
Raised and lowered at a speed in proportion to the speed required.

**MOVE
FORWARD**



Swung horizontally above the head, at right angle to the track.


**APPLY AIR
BRAKES**
(when standing)




Raised and held at arm's length above the head.

**RELEASE
AIR BRAKES**
(when standing)


(f) Any object waved violently by anyone on or near the track is a signal to stop.



Signals given to move forward or move backward must be given in relation to the front of the controlling unit.




Signals must be given in sufficient time before the required action to permit compliance. They must be given from a point where they can be plainly seen, and in such a manner that they cannot be misunderstood. If there is doubt as to the meaning of a signal, or for whom it is intended, it must be regarded as a stop signal.




When switching is being performed, signals should be given directly to the engineman, whenever practicable. Conductors are responsible for seeing that trainmen are in proper position to give or relay signals.


When moving under the control of hand signals, the disappearance from view of either the member of the crew or lights by which signals controlling the movement are being given, must be regarded as a stop signal.



A crew member, whose train or engine is clear of main track, must not give an approaching train or engine, a hand signal to proceed.




12A. RADIO OR HAND SIGNALS — A definite understanding as to the method of control must be established between crew members giving or receiving instructions, before changing from radio to hand signals or from hand signals to radio. In case of an emergency, either method may be used without prior understanding.




12B. SWITCHING BY RADIO — When radio is used to control switching movements, the initial communication must include identification, direction in relation to the front of the controlling unit, and distance to travel. If no further communication is received before the movement has traveled one-half the distance received in the last instruction, it must be stopped at once. If there is doubt as to the meaning of an instruction or for whom it is intended, it must be regarded as a Stop signal.


14. ENGINE WHISTLE SIGNALS



Engine whistle signals must be sounded as prescribed by this rule. The signals are illustrated by "o" for short sounds; "—" for longer sounds. Each sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.





When two or more Engines are coupled the leading Engine will sound the signals.



Should the whistle fail while enroute on the leading Engine, arrangements must be made to sound whistle of another engine in the consist. If there is no other engine in the consist with a whistle in good working order the train or engine may proceed with caution, ringing bell continuously when approaching and passing stations, through yards, over public crossings at grade and around curves. Train dispatcher must be advised of failure and will when possible, notify other trains concerned.


SOUND	INDICATION
(a) o	Apply brakes.
(b) — —	Release brakes. Proceed.
(c) — o o o	Flagman protect rear of train.
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When train is standing - back up. Answer to back up signal.
(j) o o o o	Call for signals.

- (l) — — o — (1) At whistle posts.
- (2) At least 1800 feet (1/3 of a mile) from every public crossing at grade (except within the limits of such towns or cities as may be prescribed in special instructions), to be prolonged or repeated according to the speed of the movement until the crossing is fully occupied by the engine or cars.
- (3) At frequent intervals when view is restricted by weather, curvature or other conditions.
- (m) ——— When a train stops and trainman is required, under Rules 41 (c), 44 (d) or 101A to replace torpedoes exploded.
- (n) — — o As prescribed by Rule 90.
- (p) Succession of short sounds. Alarm for persons or animals on track.
- (q) — o When running against the current of traffic:
- (1) At frequent intervals and approaching stations, curves or other points where view may be obscured.
- (2) Approaching passenger or freight trains and when passing freight trains.



15. The explosion of one or more torpedoes, in the absence of a more restrictive signal, indicates that speed must be reduced to permit stopping within one-half the range of vision. After reduction has been made, speed must not be increased until train has reached a point at least 2000 yards from where the torpedoes were exploded.

Where the use of torpedoes is required, duplicates must be placed on the opposite rail to explode simultaneously.



Torpedoes exploded by other than a train or engine must be replaced immediately.

Torpedoes must not be placed near station buildings nor on public crossings at grade.

16. COMMUNICATING SIGNALS

Each car of a passenger train must be connected with the engine by a communicating signal appliance or by a voice communication system.

When the communicating signal appliance or the voice communication system fails, the Conductor will arrange for hand signals to be given engineman approaching all stations and the train will proceed to the first point where repairs can be made.

The signals prescribed are illustrated by "o" for short sounds, " — " for longer sounds.

SOUND	INDICATION
(a) o o	When standing - start
(b) o o	When running - stop at once.
(c) o o o	When standing - back up.
(d) o o o	When running - stop at next station.
(e) o o o o	When standing - apply or release air brakes.
(f) o o o o	When running - reduce speed.
(g) o o o o o	When standing - recall flagman
(l) —————	Shut off train heat.
(m) o o —	When running - as prescribed by Rule 90.

TRAIN SIGNALS

17. HEADLIGHTS

The headlight must be displayed to the front of every train. It must be extinguished when a train turns out to meet another and has stopped clear of the main track, or is standing to meet trains at the end of two or more tracks, or at junctions with switches properly lined for the approaching train. It should be left extinguished until rear of the expected train has passed.

Engines used in yard service will display, a headlight to the front and rear by day and by night.

17A. On engines so equipped, the headlight will be dimmed.

When standing on yard tracks;

When standing on the main track at meeting points after the switch has been lined for the siding;

Approaching stations where trains are receiving or discharging passengers;

Approaching stations where train orders or clearances are to be picked up;

Approaching meeting and passing points, junctions, end of two or more tracks where trains or engines are clear, to assist in train identification by train and engine crews;

On two or more tracks when approaching trains and when trains are approaching in the opposite direction;

Except that the full power of the headlight must be used approaching all public crossings at grade and until such crossings are reached regardless of their location.


17B. When an engine is running backward a white light must be displayed on the leading end.

17C. Headlight on end coupled to cars may be extinguished subject to the last paragraph of Rule 17A.


17D. Should the headlight fail while train is enroute at night, repairs must be made as quickly as possible. If repairs cannot be made, such lights as are available will be displayed and train may then proceed to the first point where repairs can be made, passing over all public crossings at grade not specially protected by watchman, gates or automatic crossing signal with care and at a speed not exceeding twenty miles per hour.

Train Dispatcher must be advised when a train is running with defective headlight and will, when possible, notify other trains concerned.

19. MARKERS AND REAR END LIGHTS




Markers - The following signals will be displayed to the rear of every train to indicate the rear of the train:



By day and by night — Two markers lighted displaying red to rear.

Markers do not indicate the track on which a train is standing or moving.




Reflectorized markers may be used in territory designated by special instructions.



19A. A train not equipped or unable to display markers as prescribed by Rule 19 will display a red flag by day and a red light by night.

21. Extra trains will display two white lights in the places provided for that purpose on the leading end of the engine.

22. One light displayed where two are prescribed in Rules 19 or 21 will indicate the same as two lights.



26. A blue signal indicating that workmen are on, under, or between rolling equipment must not be coupled to or moved except as provided in paragraphs 8 and 9. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signals except on engine servicing tracks or when a dereail is used to divide a track into separate working areas.



When a blue signal is displayed at the entrance to a track, rolling equipment must not enter that track.

When workmen are on, under, or between an engine or rolling equipment coupled to an engine, a blue signal must be attached to the controlling unit at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed and effective locking devices must be applied by each class or group of workmen; They may be removed only by the same class or group.


When emergency repair work is to be done on, under, or between an engine or rolling equipment coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

An engine must not enter an engine servicing track unless blue signal protection governing entry is removed. The engine must stop short of coupling to another engine.


An engine must not leave an engine servicing track unless blue signal protection is removed from that engine and from the track in the direction of movement.

On an engine servicing track protected by blue signals and under exclusive control of mechanical forces, an engine may be repositioned under the direction of employee in charge of the workmen, after blue signal has been removed from the controlling unit and workmen


on the track have been warned of the movement.



On a shop or repair track protected by blue signals, rolling equipment may be repositioned with a car mover under the direction of the employee in charge of the workmen, after the workmen have been warned of the movement.





When workmen are on, under, or between rolling equipment on any track, one or more of the following forms of protection must be provided:




(1) Each manually-operated switch providing access to the track must be lined against movement to that track and secured by an effective locking device. A blue signal must be placed at or near each such switch.

(2) A derail capable of restricting access to the portion of track where work will be performed, must be locked in derailing position with an effective locking device, and:

- 
- (a) Positioned at least 150 feet from the rolling equipment to be protected; or
- (b) Positioned at least 50 feet from the end of an engine on an engine servicing track where speed is limited to 5 MPH.



A blue signal must be displayed at each derail.



Where remotely-controlled switches provide access to the track, the person in charge of the workmen must arrange for protection of those

switches by the control operator. The control operator must line and secure the controls in that position, maintaining this protection until notified by the person in charge of the workmen that it may be removed.

The control operator must record:


- (1) Date, time, name and craft of person requesting the protection;
- (2) Number or designation of track involved;
- (3) Date and time he provided the protection;
- (4) Date, time, name and craft of person authorizing removal of the protection.

These records must be maintained for 30 days.


Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the other switch of the crossover must be lined and locked against movement through that crossover. A blue signal need not be displayed at either crossover switch.

In the application of Rule 26 the following definitions apply:


Workmen — Railroad employees assigned to inspect, test, repair or service railroad rolling equipment or components including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.



Rolling Equipment — Engines, railroad cars, and one or more engines coupled to one or more cars.




Blue Signal — A clearly distinguishable blue flag or blue light by day and a blue light at night.





Effective Locking Device — When used in relation to a manually operated switch or a derail, a lock which can be locked and unlocked only by the class or group of workmen applying the lock.

27. A signal imperfectly displayed or the absence of a signal at a place where one is usually shown must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is unmistakable it will govern. Such conditions must be reported to the proper authority.

Whenever it is known or suspected that a block or interlocking signal has been struck or damaged the Train Dispatcher must be immediately advised.



The Train Dispatcher will regard the signals as inoperative and displaying its **LEAST** restrictive indication. Other Employees learning of the situation must regard the signal displaying its **MOST** restrictive indication, regardless of the indication shown. Rules governing the most restrictive indication apply.



Signals which have been knocked over must not be re-erected by other than an authorized person. They may be moved to clear the track.

29. When a signal (except a fixed signal) is given to stop a train or engine it must, unless otherwise provided, be acknowledged as prescribed by Rule 14 (g) or (n).




30. The engine bell must be rung when an engine is about to move, except after momentary stops in continuous switch movements. It must also be rung while passing equipment standing on an adjacent track, approaching and passing public crossings at grade, stations, and through yards.

In the event that the bell on the leading unit fails, the bell on another unit in the consist will be operated.

32. The unnecessary use of the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.




34. Crew members located in the operating compartments of an engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineman to have each crew member comply with these requirements, including himself.

It is the engineman's responsibility to have each crew member located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.




If a crew member becomes aware that the engineman has become incapacitated or should the Engineman fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

35. In emergency cases when track is suddenly found defective or is obstructed, any employee must by the use of flags, lights, torpedoes, fuses, or other signals make every possible effort to stop trains in both directions.




PROTECTION OF IMPASSABLE OR SLOW TRACK

- 40. (a)** Before undertaking any work which may render the main track unsafe for movements at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2500 yards from the defective or working point.
- (b)** After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.
- (c)** Flagman must not return until recalled or relieved.
- (d)** If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.
- (e)** On the approach of a train flagman must display stop signals, using lighted fusees at night or in obscure weather.




(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.



(g) Flagmen must each be equipped for day time with:


A red flag on a staff,
At least eight torpedoes and
Seven red fuses; and




For night time and when weather or other conditions obscure day signals,

A white light,
At least eight torpedoes and
Seven red fuses.


41. On subdivisions or portions thereof specified in the time table or special instructions, Rule 40 may be modified as follows:



(a) Place a red flag between the rails 200 yards in each direction from the defective or working point, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also:




(b) Place a yellow over red flag at least 2500 yards in each direction from the defective or working point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.





- (c) Trains approaching the signals prescribed by paragraph (b) must stop, replace the torpedoes and proceed to the red signal prescribed by paragraph (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in the clear view of the engineman.
- (d) The red signal must not be removed except as authorized by the foreman in charge.

42. When Form Y train order protection is required, the times and limits must be confirmed in writing and repeated, prior to the foreman named in the order arranging the prescribed signals. Rules 40 or 41 may then be modified as follows:




- (a) Place a red reflectorized flag or sign at each location stated in the train order, to the right of the track as seen from an approaching train. (The working or defective point must not be less than (300 Yards) inside the red signals); and
- (b) Place a yellow reflectorized flag or sign at least (2500 yards) outside the limits defined by the red signals to the right of the track as seen from an approaching train;
- (c) A train or engine holding Form Y train order must not pass beyond Red signal prescribed by clause (a) or enter the limits stated in the train order,



or make a reverse movement within such limits, until instructions have been received from the foreman named in the order. The instructions from the foreman must specify the track upon which they apply;

- 
- (d) The instructions must be repeated to, and acknowledged by, the foreman named in the order, before being acted upon;
- 
- (e) Track limits should be kept as short as practicable, but where possible, should be expressed in whole (miles) or portions thereof, when such are marked by signs.

43. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, Rules 40 and 41 may be modified as follows:

- 
- (a) Place a yellow flag at least 2500 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:
- (b) Place a green flag in each direction immediately beyond the defective point.
- 
- (c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.
- 

44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, Rule 41 may be modified as follows:

- (a) Place a yellow flag 200 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:
- (b) Place a yellow over red flag at least 2500 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:
- (c) Place a green flag in each direction immediately beyond the defective point.
- (d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.
- (e) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Rule 43.



45. In providing protection, each main track must be regarded as a track upon which trains may run in either direction. Where two main tracks are on the same roadbed, flags required to be placed to the right of the track as seen from an approaching train under Rules 41 - 44 inclusive must be placed to the outside of the track affected and not between the two main tracks.



46. When flags are placed as set forth in Rules 41 - 45 inclusive they will be of reflectorized material on staffs and elevated so there will be an unobstructed view of them from an approaching train.

47. Where the use of torpedoes is required, duplicates must be placed on the opposite rail to explode simultaneously.

48. Torpedoes must not be placed near station buildings nor on public crossings at grade.



49. A sign bearing figures indicating permissible speeds, placed at the side of the track will indicate a permanent slow order; its location and speeds permitted will be specified in the time table or special instructions.



SUPERIORITY OF TRAINS

71. A train is superior to another train by right, class, or direction.

Right is conferred by train order; class and direction by time table.

Right is superior to class or direction.

71A. (SINGLE TRACK) Direction is superior as between trains of the same class.


72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

72A. (SINGLE TRACK) Trains in the direction specified by time table are superior to trains of the same class in the opposite direction.


73. Extra trains are inferior to regular trains.

74. Work extras have no specified direction.


MOVEMENT OF TRAINS AND ENGINES




82. Time table schedules, unless fulfilled, are in effect for twelve hours after their time at each station.




Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order.




83. Unless otherwise directed by time table or train order, conductors must register their trains at the register stations designated for them in the time table. When a train is authorized to register by register ticket, conductor must deliver register ticket to the operator who will register the train and retain the ticket. Should the operator fail to obtain the ticket he must not enter any information on the train register except such as may be authorized by train order.



It is permissible for an Operator to fill in the departure time of a train which has been registered by the conductor whenever this time is definitely established.



83A. A train must not leave its initial station or any subdivision, enter into or move in territory where trains are operated under train order authority, pass from one of **TWO OR MORE TRACKS** to **SINGLE TRACK**, or from **MORE THAN TWO TRACKS** to **TWO TRACKS**, until it has been ascertained whether all trains due which are superior have arrived or left.



83B. When necessary to check the train register to ascertain whether all trains due which are superior have arrived or left, conductor must fill out train register check on the prescribed form and deliver, or have it delivered, to the engineman before leaving register station.

83C. When a train is required to meet, or wait for, an opposing extra train, or when an extra train has been made superior to an opposing train, the train register must not be used as evidence of the arrival of such extra train, except as provided by train order, Example (8) of Form W.

83D. Unless otherwise directed by time table or train order, a train must not leave its initial station, or other stations as may be designated in the time table, without a clearance.

83F. At bulletin stations designated in the time table, conductors and enginemen must read and sign the bulletins or instructions posted before commencing work. Other employees in train, engine and yard service are required to familiarize themselves therewith.

83G. Bulletins containing information affecting the movement of trains and engines will be issued and cancelled by the Superintendent and will be posted at locations designated in the time table.

Information of a permanent nature contained in bulletin will be transferred to time table special instructions, otherwise, bulletins will be reissued when a new time table becomes effective.

84. A train must not start without proper authority or until proper signal is received.

86. Unless otherwise provided, an inferior train must be clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown.

87. An inferior train must keep out of the way of and clear opposing superior trains by not less than five minutes. An inferior train failing to clear the main track by the time required must be protected as prescribed by the rules.

Extra trains will be governed by train orders with respect to opposing extra trains. At meeting points between extra trains the train in the inferior time table direction must take the siding unless otherwise provided.

Trains required to take the siding at train order meeting points must pull in when practicable; if necessary to back in, the train must be protected as prescribed by the rules.

89. (SINGLE TRACK) When necessary to stop to meet a train, the train holding the main track must stop clear of the track to be used by the other train.

89A. (SINGLE TRACK) A train must not leave any point without knowing positively that the train or trains which it was required to meet or clear at that point have arrived.

90. When passenger trains are not equipped with radios, the conductor must give communicating signal 16 (m) between two and four miles from every station at which it is to meet or wait


for a train, clear a superior train, or move through a siding or crossover when so instructed. The engineman must make running test of the brakes as soon as practicable and then give whistle signal 14 (n) in acknowledgement. Should the engineman fail to respond to signal 16 (m) as herein prescribed, action must be taken to stop the train before reaching the point of restriction.

(SINGLE TRACK) On other trains not equipped with radios, the engineman must communicate the nature of a restriction to other members of crew on engine between two and four miles from every station at which it is to meet or wait for a train, or clear an opposing superior train. Should the engineman fail to communicate the restriction, the other members of crew on engine must at once remind him of the restriction.


90A. Unless otherwise directed by special instructions, on freight, mixed and work trains in motion between stations, conductors and enginemen will see that trainmen are in position to observe the safe operation of trains and, when practicable, exchange signals when approaching and passing stations.

A trainman must ride the leading unit of all freight trains over the road. In cases where three trainmen are used, two trainmen must ride at the head end of the train. If seats are available, both trainmen must ride the leading unit.


When approaching junctions, railroad crossings at grade, drawbridges, points where trains may be required to stop, where trains are to be



met or passed, and at a safe distance before descending heavy grades or at any point where failure of the brakes may be attended with hazard, a trainman must be within convenient access of the emergency valve.




91. Outside block system territory, a train must not leave any location in less than ten minutes, following another train known to have preceded it from that location. This does not relieve employees from protecting their train as required by Rule 99.




91A. Outside block system territory, a snow plow train must operate at restricted speed, unless relieved of this restriction by proper authority.

This rule does not relieve employees from protecting their train as required by rule 99.


92. A train must not leave a station in advance of its schedule leaving time.



93. Yard limits will be designated in timetable, train order, or other instructions and the limits will be indicated by "Yard Limits" signs.



Except in ABS territory, approach signs will be placed one mile from yard limit signs.



Within yard limits, the main track may be used, clearing the time an approaching first class train is due to leave the nearest station where time is shown. Protection against other trains and engines is not required. In case of



failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99, except where movements are governed by automatic block signal indication.

All trains and engines within yard limits, except first class trains, must move prepared to stop within one-half the range of vision, not exceeding 20 miles per hour, unless the main track is known to be clear by automatic block signal indication.


In ABS territory, indications permitting first class trains to proceed will not relieve other trains and engines from the requirement of moving prepared to stop within one-half the range of vision not exceeding 20 miles per hour, except that "Clear Signal" Rule 281 may be accepted as indication that the track is clear, but only to the next signal or "Block End" sign.

A train or engine must not move against the current of traffic within yard limits until authorized to do so by train order, Yardmaster, or other designated official and must move prepared to stop within one-half the range of vision not exceeding 20 miles per hour.

When required to move against the current of traffic within yard limits, first class trains or trains carrying passengers must be authorized to do so by train order, but other trains and engines may be given verbal permission when necessary by Yardmaster or other designated official after authority has been received from the Train Dispatcher.




In the application of Rule 93: When it is not practicable to obtain the necessary information by other means, advice may be received by Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of first class trains. Such information must be copied in writing and be repeated to the Train Dispatcher who will make a record in the train order book. Information concerning trains operating late must not be handled in this manner.




96. A regular train must not be created at a station other than its initial station without train order authority. A train which has been detoured must not again take up its own schedule on the same division without train order authority. In such instances the schedule must be annulled between the stations where it has not been fulfilled.


97. Except as provided herein, extra trains must not be run without train order authority.



In CTC, or in territory where Rule 251 or 261 applies, extra trains may be authorized by a clearance which must be OK'd by train dispatcher.



In territory specified in the time table, or special instructions, extra trains may be authorized to run with the current of traffic on two or more tracks by a clearance which must be OK'd by train dispatcher.



98. Unless protected by block or interlocking signals, trains and engines must approach the end of two or more tracks, junctions, railroad crossings at grade and drawbridges, at a speed

that will permit stopping within one half the range of vision.

Trains or engines must stop at the stop signs or gates at non-interlocked railroad crossings at grade and at non-interlocked drawbridges and not proceed until the proper signal has been given.

Engines, cars or other units must not be left standing on a drawbridge or railroad crossing at grade.

99. When a train is moving on main track at less than half the maximum authorized timetable speed for any train at that location, a crew member must drop single lighted fusees at intervals that do not exceed the burning time of the fusee.

When a train is moving on main track at or more than half the maximum authorized timetable speed for any train at that location, under circumstances in which it may be overtaken, crew members responsible for providing protection must consider grade, track curvature, weather conditions, sight distance, and speed of the train relative to following trains, when deciding if lighted fusees should be dropped.

When a train stops on main track, protection against following trains on the same track must be provided as follows:

A crew member must go back immediately with flagman's signals.

In day time, if there is no down grade toward train within one mile of its rear and there is

a clear view of its rear for 2000 yards from an approaching train . . .at least 1000 yards.

At other times and places, if there is no down grade toward train within one mile of its rear . . .at least 1500 yards.

If there is a down grade toward train within one mile of its rear . . .at least 2000 yards.

When curvature, weather or other conditions require or even when snow plows or flanger may be running, extra precautions must be taken.

Flagman must be equipped for day time with:

A red flag on a staff,
At least eight torpedoes and
Seven red fusees; and

for night time and when weather or other conditions obscure day signals:

A white light,
At least eight torpedoes and
Seven red fusees.

The flagman must, after going back a sufficient distance, take up a position from where there will be an unobstructed view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position and also place a lighted fusee.

If necessary to go beyond the required distance, he will leave the torpedoes at the required distance as an indication of the location of his train, but must under such conditions also place torpedoes and a lighted fusee at the point at

which an approaching train is flagged. Torpedoes so placed must not be removed.

After taking up position at the required distance, flagman must remain at that point until he has stopped a following train or is recalled. Flagman must always, on the approach of a train, display stop signals.

When recalled and no following train is seen or heard, he must leave a lighted fusee and while returning to train must leave lighted fusees at intervals that do not exceed the burning time of the fusee.

When the train departs, a crew member must leave a lighted fusee and drop single lighted fusees at intervals that do not exceed the burning time of the fusee until train attains a speed not less than half the maximum authorized timetable speed for any train at that location.


The front of a train must be protected in the same manner when necessary.

A train should not stop between stations at a place where the view from following trains is obstructed if it can be avoided.

A crew member providing flag protection must not permit other duties to interfere with the protection of his train.



EXCEPTIONS: Flag protection against following trains is not required when:

- (1) Rear of train is protected by at least two block signals.
- (2) Rear of train is protected by an absolute block (a block in which no train or engine is




permitted to enter while it is occupied by another train or engine);

- (3) Rear of train is within interlocking limits; or
(4) A train order specifies that flag protection is not required.




100. When providing protection required by Rule 99 and it is necessary to hold trains or advise them of specific movements of the train being protected, flagman should, when practicable, be furnished with written flagging instructions to be shown to the engineman of trains affected.


101. Trains and engines must be fully protected against any known condition, not covered by the rules, which interferes with their safe passage.



When for any reason a portion of a train is left on a main track every precaution must be taken to protect the remaining portion against the returning movement. Under conditions which make it difficult in the returning movement to locate the standing portion, torpedoes must be placed at least 400 yards in advance of the head end of rear portion to serve as a warning.



The remaining portion must not be removed nor passed in the same direction until the engine returns, unless the movement is adequately protected.



101A. When cars are left on a main track under train order protection, torpedoes must be placed at least 400 yards on each side of the cars as an additional warning to approaching


trains and engines, and should they be exploded by other than the train or engine removing the cars they must be replaced.

102. When a train is disabled, or stopped suddenly by an emergency application of the air brakes or other causes, employees must, by use of red fusees or other signals, including radio, make every possible effort to stop trains in both directions on adjacent tracks as well as tracks of other railroads that are liable to be obstructed until it is known such tracks are safe and clear for the movement of trains.

103. When cars are pushed by an engine, except when switching or making up trains in yards, and even then when conditions require, a member of the crew must be on the leading car and in a position from which signals necessary to the movement can be properly given.

When cars not headed by an engine are passing over a public crossing at grade which is not equipped with automatic warning devices, a member of the crew must be on the leading car to warn persons standing on, or crossing, or about to cross the track.

When necessary to cut trains at public crossings at grade, except where a member of the crew is stationed to provide warning at the crossing, or where other warning devices are provided, cars or engines must not be left standing within 100 feet of the travelled portion of the public road.



Where special instructions require that vehicle and pedestrian traffic over public crossings at grade be warned of switching movements by a member of the crew, such warning must be provided by a member of the crew from a point on the ground at the crossing until the crossing is fully occupied.

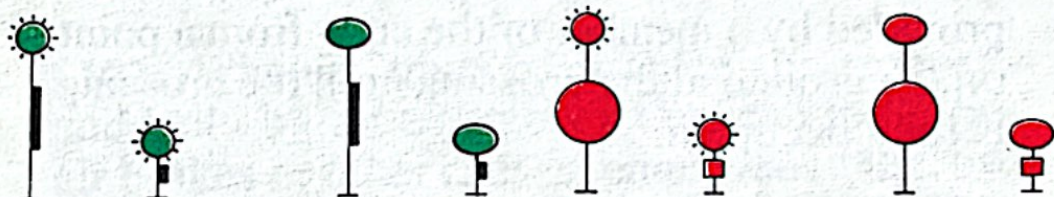
When a train or engine passes over any public crossing at grade equipped with automatic warning devices, it will be necessary before making a reverse movement over the crossing for a member of the crew to warn traffic in advance of the movement.

Before making switching movements over public crossings at grade not equipped with automatic warning devices where the engine-man's view of the crossing is obscured, arrangements must be made for a member of the crew to be in a position to observe the crossing and give signals to the engineman as necessary.

At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on the main track, movements over such crossings on other than main tracks, must not, unless otherwise provided, exceed ten miles per hour from 100 feet until the engine or leading car has passed over the crossing.

At public crossings at grade referred to in time table instructions, where automatic warning device are required to be operated by use of push buttons or other appliances, movements must not obstruct the crossing until the warning devices have been operating for at least twenty seconds.

MAIN TRACK SWITCHES

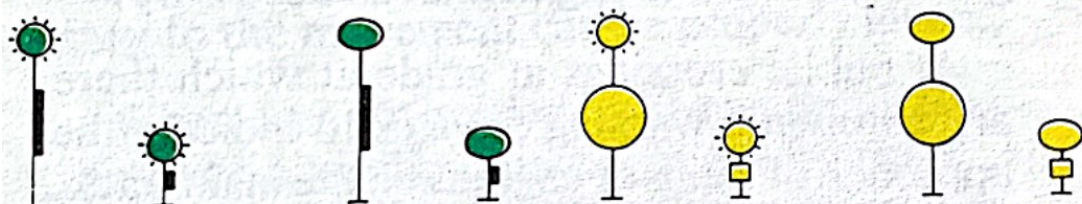


Set for main track.
Normal position.

Set for diverging route.

Switches may be equipped with reflectorized lenses or target tips of the prescribed color in lieu of lights.

YARD SWITCHES—With or Without Lights, Reflectorized Lenses or Targets.




Set for straight track.
Normal position.

Set for diverging route.


SPRING SWITCHES




HANDLING OF SWITCHES AND DERAILS



104. HAND OPERATED SWITCHES Conductors are responsible for the position of switches manually operated by them and members of their crews. When practicable, the engineman must see that the switches nearest the engine are properly lined.




Employees are not relieved of responsibility in properly handling switches.




When spring or dual control switches are operated by hand, they are then hand operated switches and rules governing hand operated switches apply.

Switches must at all times be secured by placing lock or hook in hasp. Main track switches must be lined and locked for main track when not in use. Yard switches that are equipped with locks must be lined and locked for normal position after having been used.




A main track switch must not be left open unless in charge of a member of the crew or other designated employee.

After a switch has been turned the points must be examined and the target or light observed to know that the switch is properly lined.



When a train or engine is clear of the main track waiting for an approaching train, the crew on engine must, when practicable, see that the switches at the front of the engine are properly lined for the approaching train.



A train or engine must not foul a track until switches connected with the movement are

properly lined, or in the case of spring switches the conflicting route is seen or known to be clear.

A member of the crew of a train occupying the main track at a meeting or passing point will, when practicable, open the switch for the approaching train and protect it until relieved by a trainman of the other train or by other designated employee.


When a train is closely approaching or passing over a main track switch, employees must keep not less than twenty feet from the switch stand, and on single track must, in addition, when practicable, stand on the opposite side of the track.

The position of the switch at the end of two tracks is normal when set for trains leaving single track for two tracks.


When a train or engine turns out from the main track at any point, the switch must not be restored to its normal position until the train or engine has cleared the fouling point.

If it is known or suspected that the points, or any parts of a switch are damaged or broken, the switch must be protected and report made to proper authority, as soon as possible.


Both switches of a crossover must be open before a train or engine starts to make a crossover movement and the movement must be completed before either switch is restored to normal position. When a crossover is to be used the switch in the track on which the train or engine is standing must be opened first.




104A. SPRING SWITCHES When a trailing movement is stopped before passing entirely through a spring switch, the movement must not be reversed nor slack taken until the switch has been properly set by hand.





Trains or engines must stop and examine all spring switches before making facing point movements over them unless receiving a signal indication permitting them to proceed.



When a train or engine is stopped by a fixed signal governing movement over a spring switch, the switch must be examined to make certain it is properly lined, locked or secured, and that points fit before movement is made.



104B. DUAL CONTROL SWITCHES When a train or engine is stopped by a signal governing movement over a dual control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the train dispatcher and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be in writing and repeated to ensure correct understanding.



When a train or engine is required to move over a dual control switch under a Stop indication, movement must not be made until after selector lever has been taken out of "power" position and placed in "hand" position. Hand throw lever must be operated until switch points are seen to move with the movement of hand throw lever. Switch must then be lined for the route to be used. Selector lever may be restored to "power" position and locked as soon as leading wheels have moved onto the switch points.

When switching is to be done over a dual control switch, the switch may be operated manually by a member of the crew after authority to do so and work and time limits have been obtained from the train dispatcher as prescribed by Rule 266. Selector lever must then be placed in "hand" position and hand throw lever operated until switch points are seen to move with the movement of the hand throw lever. Selector lever must be left in "hand" position until switching movements have been completed.



When selector lever is placed in "hand" position, all signals governing movements over the switch will display STOP indication and the train or engine granted work and time limits may consider the indication of such signals suspended, and movements may be made on hand signals until switching completed and selector level is restored to "power" position and locked. Train Dispatcher must be notified when switching completed and selector lever has been restored to "power" position and locked.



104C. ELECTRICALLY-LOCKED HAND OPERATED SWITCHES Hand operated switches equipped with electric locks must be operated in accordance with instructions posted at the switch.




104D. Sand must not be used nor water allowed to run from engine appliances over spring or power operated switches.




104E. DERRAILS Where derrails are provided on other than the main track they must be known to be in proper position before signals are given for movements on tracks so equipped,






and except while such tracks are being used the derails must be kept set in derailing position whether or not there are cars on the tracks. Derails equipped with hasp for lock must be locked when set in derailing position. Employees must know where derails are located.




105. Unless otherwise provided by signal indication, trains or engines using other than a main track must proceed at a speed that will permit stopping within one-half the range of vision.




105A. Except where specified in the time table, the train dispatcher must be advised when cars are left on a siding.


106. Conductors are responsible for the movement, safety and proper care of the train, and the vigilance and conduct of the men employed thereon. They must see that subordinates are familiar with their duties and instruct them in the performance of their work. In absence of the conductor or when a train is run without a conductor the engineman will assume the responsibilities of the conductor.



Enginemen are responsible for the safe and efficient operation of the engine.



Should there be a doubt as to the safety of proceeding from any cause, the conductor will consult with the engineman and be equally responsible with him for the safe and proper handling of the train.



This does not relieve other employees of their responsibility under the rules.


107. Trains or engines must move with extreme care when meeting or passing a train carrying passengers which is receiving or discharging traffic at a station. They must not pass between such train and the platform at which traffic is being received or discharged unless the movement is properly protected.

Conductors and trainmen of passenger carrying trains will be responsible for protection of traffic while it is being discharged or received at other than regular stops, unless advice has been received from train dispatcher that other trains have been informed of the stop(s) or that other protection has been provided.


108. In case of doubt or uncertainty the safe course must be taken.

110. When snow removal equipment is being operated, points must be raised, wings closed, and a speed of fifteen miles per hour not exceeded when meeting or passing trains on adjacent tracks or passing structures which are liable to be damaged.


111. When other duties will permit, employees in the vicinity of passing trains must observe the condition of equipment in such trains; trainman at rear of moving trains will be in position, on rear platform where provided, and trainmen of standing trains in best possible position on the ground from which a view of both sides of passing trains can be obtained. If a dangerous condition is apparent every effort must be made to stop the train.



Train and engine crews of moving trains must, when practicable, be on the lookout for signals given by employees calling attention to conditions on their train.





Trainmen when located at rear of moving trains must frequently look back at the track to see if there is evidence of dragging equipment.




When crew members observe defective equipment in moving trains or are otherwise notified of same, by other sources, STOP signals or information to STOP train movement will be given.

Trains required to STOP will comply immediately and remain standing until a walking inspection is made, to determine the nature of the defect, unless verbal communications positively establish that the condition will not result in a safety hazard or damage to property.



On trains equipped with caboose, a member of the engine crew of a moving train will contact a member of the train crew at the rear of train by radio and call attention to the presence of employees who may be inspecting their train.



Conductors and trainmen must know that cars in their trains are in good order before starting and inspect them whenever they have an opportunity to do so. All cars taken in their trains en route must be inspected.

When starting freight trains, speed must be regulated to permit trainmen to entrain.

112. A sufficient number of hand brakes must be applied on cars left at any point to prevent them from moving. If left on a siding they must be coupled to other cars, if any, on such track unless necessary to separate them at public crossings at grade or otherwise.


Before coupling to cars at any point care must be taken to ensure that cars being coupled to are properly secured.

Before coupling to or moving cars being loaded or unloaded, all persons in or about such cars must be notified. Vehicles and loading or unloading devices must be clear.


Switching must be carefully done, and trains and engines must be carefully handled, to avoid shocks from abrupt starting or stopping; from impact in making coupling, and to prevent personal injuries, and damage to equipment or contents.

Before fouling any track it must be known that engines or cars on adjacent tracks are clear. Cars must not be shoved to foul leads or adjacent tracks until it is known that it is safe to do so. Cars and engines must not be left foul of an adjacent track if possible to avoid it.


Before shoving tracks for the purpose of taking up room, it will be the responsibility of the Conductor to protect move unless relieved from so doing by a Yardmaster or Conductor at the opposite end of the yard.




When making yard movements on any work lead or an adjoining track the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against the movement, or for an adjacent connected track, the movement must not proceed. Position of the switches will govern the right of movement.




Cars or engines must not be coupled with more force than necessary to effect coupling.




Movements into spur or stub tracks must be controlled to prevent damage at end of track. Before coupling to cars on spur or stub tracks it must be known that such cars are secured by hand brakes, if necessary, to prevent damage should coupling fail.



Cars occupied by passengers, and occupied outfit cars must not be switched unless air brakes are in service on all cars. They must not be detached while in motion. When making coupling to such cars, air brakes must be cut in and operative on all cars being handled. They must not be kicked or dropped against other cars and other cars must not be kicked or dropped against them.



113. When for any reason a siding or cross-over is to be used, speed through turnouts must not exceed ten miles per hour unless otherwise provided.



114. Running switches (drops) must not be made at locations where close proximity of switches and tracks will enable engine to run around cars.

Before making running switches stop must be made, hand brakes and switch tested. They must not be made with or onto occupied cars or cars containing explosives or other dangerous commodities.

151. (TWO OR MORE TRACKS) Where two main tracks are in service, trains or engines must keep to the right unless otherwise provided.


When more than two main tracks are in service, they shall be designated by numbers and their use indicated by special instructions.

152. (TWO OR MORE TRACKS) When a train or engine crosses over to or obstructs another track, unless otherwise provided, it must first be protected as prescribed by Rule 99 in both directions on that track.


Crossover movements may be made, upon receipt of authority from the train dispatcher without protecting against the current of traffic at that location. This authority must be in writing and repeated to the train dispatcher before being acted on. The train dispatcher must make record of movement on train sheet and enter such authority in train order book.

Movements re-entering a Main Track to move with the current of traffic may be made in accordance with the rules, upon receipt of verbal permission from the Train Dispatcher.


RULES FOR MOVEMENT BY TRAIN ORDERS



201. For movements requiring their use, train orders will be issued by authority and over the signature of the superintendent and only contain information or instructions essential to such movements.




They must be brief and clear; in prescribed forms when applicable; and without erasure, alteration or interlineation.




Words or figures in train orders must not be surrounded by brackets, circles or other marks.

The different forms of train orders may be combined in one, provided that every movement in such combination directly affects the train first named in the order.


202. Each train order must be given in the same words to all employees or trains addressed.



203. Train orders, except those relating to track or other conditions, must be numbered consecutively each day beginning at 0001.



Train orders relating to tracks or other conditions must be numbered consecutively, using a separate series of numbers, and re-issued if continuing in effect for a period of one calendar month.



204. Train orders must be addressed to those who are to execute or observe them, naming the place at which each is to receive his copy. Those for a train must be regarded as addressed to conductors, enginemen, and also to pilots or

snow plow foremen, if any. Those addressed to yardmasters may be used only by crews within yard limits. A copy must be supplied for each employee addressed.

Train orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.


205. Each train order must be written in full in a book provided for the purpose in the office of the train dispatcher; and with it recorded the signals and responses transmitted, the offices from which the order is repeated and the time, the names of those who sign for the order, the times at which the order is made complete, and the train dispatcher's initials. These records must be made at once and never from memory or memoranda.

Additions to train orders must not be made after they have been repeated.


206. In train orders, regular trains will be designated by numbers as "No. 65 Eng. 5801", and those handling a snow plow as "No. 65 Eng. 5801 snow plow". If the number of the engine cannot be ascertained the word "unknown" will be used.

Extra trains, except work extras, will be designated by engine numbers and the direction as "extra 5801 East", "Psgr. Extra 5801 East", "Mixed Extra 5801 East", "Plow Extra 5801 East", etc.


Work extras will be designated as "Work Extra 5801".




Engines of other railroads will be designated by their initials and numbers, as "Eng. CNW 44", "Extra CNW 44 East", or "No. 65 Eng. CNW 44".




When two or more engines are coupled, or when a combination of units are operated in multiple service, the number of the leading engine or unit will be used in train orders, except when an engine or unit is placed on the head end of a train to operate over a portion of a division only, the number of the engine operating through may be used.




To express even hours in train orders the word "Hundred" will be used as "nineteen hundred 1900". To express time in train orders before 1000 the word "nought" will be used as, "nought nine hundred 0900", "nought nine nought five 0905", etc.



In transmitting and repeating train orders by telephone or radio, train order numbers, and the numbers of trains and engines in the address, will be pronounced and then spelled letter by letter. All stations and numerals in the body of an order must first be plainly pronounced and then spelled letter by letter, thus: Durand D-U-R-A-N-D, and nought one nought five n-o-u-g-h-t o-n-e n-o-u-g-h-t f-i-v-e.



When train orders are transmitted by telephone or radio, train dispatcher must write the order as he transmits it, and check and underscore each word and figure each time it is repeated.



207. Before transmitting a train order, the train dispatcher must give the signal 19R or 19Y

followed by the direction to each office addressed, the number of copies being stated, if more or less than three, as: "19R east copy 2" or "19Y west copy 7", and receive the proper response from the operator as prescribed by Rule 221.

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. When not sent simultaneously to all, the order must be sent first to the trains being restricted.

OUTSIDE ABS TERRITORY: The operator at the first restricting point (except initial stations) and at all meeting points must, when practicable, be made a party to the order on 19R, and must deliver copies to all trains affected until all have arrived from one direction.

In transmitting a train order of a previous date, the operator must be advised of the date of issue and when such order is repeated, operator will record the date repeated following the repeated time.

208A. OUTSIDE ABS TERRITORY: A train order must not be sent for delivery to a train at the point at which its right or schedule is being restricted by the order if the train order signal is located beyond the point where such train would be required to stop to permit an opposing train to clear, and at other points, except the initial station, such order should not be sent if it can be avoided. When a train order is so sent to a train, except at its initial station, the operator must be made a party to the order and the words "This order toat"

must be added, which is notice to an opposing train to approach that point at restricted speed. When Form A train order is used, provision must be made for the restricted train to hold the main track under conditions where such train would otherwise be required to take the siding.

209. Operators receiving train orders must write or typewrite them in manifold on the prescribed form during transmission. They must retain a copy of each train order. The word "complete", the time, and the signature of the operator must be in his handwriting.

If for any reason a train order is to be rewritten, the operator must make additional copies from one previously repeated, and repeat to the train dispatcher from the new copy each time additional copies are made. The date of issue, repeated time, "complete", and time must not be changed, and the name of the operator who first copied the order will be shown with the initials of the operator who made the additional copies.

The train dispatcher must make record in train order book of each repetition.

When an error is made in transmitting a train order and before it has been repeated, all copies of that order must be immediately destroyed, the order marked "void" in the train order book, and if re-issued, given another number.

210. When a train order is transmitted, each operator receiving the order must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed. Each operator re-

ceiving the order must, unless relieved of the duty by the train dispatcher, check the other repeats for correctness. If an operator is so relieved, the train dispatcher must make record in the train order book. An operator must not be relieved of this duty unless one or more operators who have received the order are required to check each repeat.

When an order cannot be transmitted simultaneously to all, or if the repeat from any office is delayed, or is again required, train dispatcher must, when practicable, require an operator at an office from which repeat has already been made to check the correctness of each subsequent repeat. The office checking such repeats must be recorded in the train order book.




210A. In issuing train orders, 19Y may be used to restrict right or schedule of trains, except that 19R must be used:

When a train carrying passengers is affected outside ABS territory unless the operator has been made a party to the order as prescribed by Rule 208;

When an order is sent for delivery to a train at the point at which its right or schedule is being restricted;




When signatures are required as prescribed by Rules 217, 218 and 219.

210B. After a train order has been correctly repeated, and the names of those who have signed the order have been transmitted (when signatures are required), the train dispatcher will respond "complete", with the time and his



initials. Each operator receiving this response will then write on the order the word "complete", the time and his last name in full, and deliver a copy to each person addressed. 19R train orders must not be delivered until the train addressed has been brought to a stop. Where only 19Y train orders are to be delivered, delivery will be made by the operator, or from an approved device where provided, without bringing the train to a stop. When delivery of train orders to enginemen, pilots or snow plow foremen will take the operator from the immediate vicinity of his office, copies will be delivered by the conductor or trainman of the train.

210C. Conductor and enginemen must require members of their crew to read aloud and have a definite and proper understanding of the requirements of train orders and clearances as soon as practicable after they have been received. Members of the crew are required, if necessary, to remind conductors and enginemen of their contents.



211. Clearance must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the number of each train order, if any, for that train with other required information, and will then transmit to the train dispatcher, from the clearance, the numbers of such orders as "Durand, clear Ex. 5801 west with orders 101, 102 and 103", or "Durand, clear No. 65 orders nil." The train dispatcher will make the required record in the train order book and check the order numbers, and if correct will respond by giving OK, the

time and his initials, which the operator will endorse on the clearance.

Clearances must be delivered, together with all train orders, to the trains addressed. Train and enginemen must see that their train is correctly designated and that train order numbers shown on the clearance correspond with the numbers of the train orders received. Operators must retain a copy of each clearance.


All clearances must be OK'd by the train dispatcher.

211A. When necessary to issue a train order to a train at a station after clearance for that train has been OK'd, but not delivered, such order must not be transmitted by train dispatcher until he has been notified by the operator that the previous clearance has been destroyed. Operator will use the words: "Clearance to (Train) at (Station) OK'd at (Time) destroyed."


When clearances are taken up and destroyed, train dispatcher will record on his clearance record the word "Void" and the time destroyed.

213. "Complete" must not be given to a train order for delivery to a train until the order has been repeated by the operator who receives the order for the train being restricted.


214. When a train order has been repeated, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.




If the means of communication fails before an office has repeated an order, the order at that office is of no effect and must be there treated as if it had not been sent.




216. When the train dispatcher issues a train order that is to be delivered to a train by the dispatcher, a carbon impression must be made in the train order book at the time the order is written. If later the order is to be sent to another office it will be transmitted from the copy in the book. The requirements for delivery are the same as at other offices, except that he will not be required to leave the office to deliver orders.




217. A train order to be delivered to a train at a point not an open train order office must be addressed to “..... at (or between) care of” and forwarded and delivered by the conductor or other person in whose care it is addressed and who is responsible for delivery. The person delivering the order will be given copies and a separate clearance for the train addressed.



Unless addressed to the delivering train, clearance for the train which is to deliver the order will not include order number being sent “in care of”, but engineman must be informed and the necessary stops made for delivery.



When a restricting order is sent in the manner herein provided, the operator will be directed to make an extra copy which he will deliver to the person who is responsible for delivery of the order. The person delivering the order must be informed by message to secure the signatures of conductor and engineman of the train ad-



dressed on this copy and deliver it to the first operator accessible. The operator must at once transmit the signatures to the train dispatcher and retain the copy. The order must not be made "complete" to other trains affected until the signatures have been received by the train dispatcher.

218. An operator must not repeat a train order restricting the movement of a work extra which has received its working order and clearance, until he has obtained the signatures of the conductor and engineman to the order.

When a restricting order is sent direct to a conductor or engineman, signatures of both conductor and engineman must be received before the order is made complete to other trains.

219. An operator must not repeat a train order restricting the movement of a train which has previously been delivered a clearance at that station, nor of which the engine has passed the train order signal in proceed indication, until he has obtained the signatures of the conductor and engineman to the order, secured and destroyed all clearances delivered to the train at that station.

219A. An order other than a restricting order may be issued to a train at a station where such train has previously received a clearance, in which case another clearance will be issued showing the numbers of all train orders delivered to the train at that station.

220. Train orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may either be superseded or annulled.

- (a) Orders held by, or issued for, or any part of an order relating to, a regular train become void when such train loses both right and schedule as prescribed by Rule 4, Rule 82, or its schedule is annulled.
- (b) When a conductor, engineman, or both are changed off or relieved before the completion of a trip all train orders, clearances, and instructions held must be left with the train. Such clearances, orders, and instructions must be compared between the relieving conductor and engineman before proceeding.

Train or engine crews relieving trains on Main Track must contact Train Dispatcher for instructions, at that point, before departing.


- (c) Train orders held by an extra train become void when such extra train arrives at the station to which it was authorized to run or the authority for movement is annulled. This also applies to a work extra when time limits on a work order expire or the work order is annulled.

EXCEPTION: Train orders annulling a schedule and bulletin, slow and cautionary orders issued to a Conductor or Engineman continue in effect to them on a continuous trip or tour of duty.


- (d) When a train dispatcher is relieved he must make a transfer, written in ink, in the train order book, of all train orders in effect. Such orders will be carefully read aloud by the relieving dispatcher and initialled by him in the presence of the train dispatcher being relieved. Each must sign the transfer and know that the orders transferred are understood. Necessary information must also be transferred.
- (e) When an operator is relieved he must make a transfer, in a book or on a form provided for the purpose, of all undelivered train orders and other necessary information. Such transfer must be signed by both employees concerned. Any undelivered or unfulfilled train orders providing for train movements, *except train orders relating to track or other conditions*, must be annulled by the train dispatcher before an office is closed.

221. When an operator receives the signal 19R he must immediately display the train order signal at Stop for the direction specified and then respond SDR, adding the direction.


When an operator receives the signal 19Y at an office equipped with a three indication train order signal he must immediately display it at Caution for the direction specified and then respond SDY, adding the direction, except that if the Stop indication is already displayed it must be left at that indication and the operator will respond SDR, adding the direction.



To indicate delivery of 19Y train orders at an office equipped with a two indication train order signal when no 19R train orders are held for any train in the direction indicated, the operator will, on the approach of the train, in addition to the stop signal, display a yellow flag by day or a yellow light by night.




At an office not equipped with a train order signal, the operator will respond NS instead of SD.




When an operator receives the signal 19R or 19Y for a train order to be delivered to trains originating only, train dispatcher may direct that display of train order signal in Stop or Caution indication is not required, providing such trains are otherwise required to obtain clearance at that station. When so directed, operator will respond NS instead of SD.


Operators must take extra precautions to ensure delivery of train orders under any unusual conditions, and must have the necessary signalling equipment for this purpose ready for immediate use.



A train must not proceed without a clearance when the train order signal affecting it is in Stop or Caution indication while any portion of the train is passing the signal.



222. Except as otherwise provided, operators must promptly record and report to the train dispatcher, from the train register where provided, the time of arrival and departure of all trains and the direction of extra trains.



223. The following abbreviations may be used:

ABS	Automatic Block Signal System
CTC	Centralized Traffic Control
COFC	Containers On Flat Cars
Com	Complete
Frt	Freight
Jct	Junction
Mins	Minutes
No	Number
NS	No Display of Train Order Signal.
OK	Correct
OS	Train Report
Opr	Operator
Psgr	Passenger
SD	Signal Displayed adding R or Y as required
TCS	Traffic Control Systems
TOFC	Trailers On Flat Cars
MPH	Miles Per Hour
Msg	Message

Initials for signatures of the Superintendent or Train Dispatcher

Train order offices will be indicated by office symbol.

The usual abbreviations for the names of the months.

The transmitting, repeating, copying and recording train orders, spelling of station names must be exactly as shown in the time table.

No other abbreviations are authorized.

FORMS OF TRAIN ORDERS

In the following examples of train order forms, names of stations are represented by letters. Underlinings indicate words and figures which are to be pronounced and spelled in transmitting and repeating but will not appear in train orders. Form A. Form E and Example (3) of Form G should appear in the train order book and upon train orders as illustrated.

Form A - (Single Track) Fixing meeting points for opposing trains.

(1) No 64 Eng 5900
meet No 65 Eng 5903 at B.

Extra 5800 East
meet Extra 5801 West at B.

No 64 Eng 5900
meet Extra 5801 West at B.

(2) No 65 Eng 5801
meet No 64 Eng 5802 at D
meet Extra 5804 East at C and
meet No 66 Eng 5805 at B.

Extra 5800 East
meet Extra 4545 West at E and
meet No 65 Eng 5801 at F.

These examples may be modified by adding:

No 64 take siding at B.
Extra 5800 East take siding at E.

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner prescribed by the rules.

Form A must not be used to fix a meeting point between a Work Extra and another train.

Form C — (SINGLE TRACK) GIVING RIGHT OVER AN OPPOSING TRAIN

- (1) **No 65 Eng 5801
has right over No 64 Eng 5800
M to B.**

If the second named train reaches a point last named before the other arrives, it may proceed, keeping clear of the schedule of opposing trains as required by rule.

- (2) **Extra 5800 East
has right over No 65 Eng 5801
A to F.**

The regular train must not go beyond the point last named until the extra train has arrived, unless authorized by train order to do so.

These examples give right to the train first named over the other train between the points named. If the trains meet at either of the designated points, the first named train must take the siding unless the order otherwise prescribes.

Form E — TIME ORDERS.

- (1) No 64 Eng 5800
run thirty 30 mins late
A to G and
Twenty 20 mins late
G to Z.

This makes the schedule time of the train named, between the stations designated only, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

When it is desired to place a run late order on an extra train created under Example (3) of Form G, (1) may be used by adding:

On train order No ten 10

and the same instructions apply.

- (2) No 64 Eng 5800 wait at
N until nought nine nought five 0905
P nought nine fifteen 0915
R nought nine thirty 0930

The train named must not pass the designated points before the times given. Other trains receiving the order are required to run with respect to the time specified at the designated points, or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train named.

When these examples are used the time specified in the order must not be reduced.

(SINGLE TRACK)

- (3) No 64 Eng 5800 wait at
H until twenty two fifteen 2215
for No 65 Eng 5801
(or Extra 5803 West).

The train first named must not pass the designated point before the time given unless the second named train has arrived. The second named train is required to run with respect to the time specified at the designated point or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the first named train.

(2) or (3) may be used to place a wait order on an extra train when necessary and the same instructions apply.

Form G — EXTRA TRAINS.

- (1) Eng 5800 run extra
A to F.
-

- (2) Eng 5800 run extra
A to F and return to A (or C).

The extra must go to F before returning to A (or C).

This may be modified by adding:

**Extra 5800 East has right
over westward extra trains A to F.**

- (3) Eng 5800 run extra
leaving A on Thursday
March 26th as follows
with right over all trains
- | | |
|---|------|
| Leave <u>A</u> <u>nought</u> <u>nine</u> <u>fifty</u> | 0950 |
| <u>C</u> <u>ten</u> <u>ten</u> | 1010 |
| <u>D</u> <u>ten</u> <u>forty</u> | 1040 |
| <u>E</u> <u>eleven</u> <u>thirty</u> | 1130 |
| Arrive <u>F</u> <u>twelve</u> <u>hundred</u> | 1200 |

This example may be varied by specifying the character of the extra and the particular trains over which the extra shall, or shall not, have right. Trains over which the extra has thus been given right must clear the time of the extra as prescribed by the rules.

An extra train authorized by this form of order must not pass the designated points before the times given and must move within yard limits the same as any other extra train.

Work extras over which the extra has thus been given right must be instructed by separate order, example (3) of Form H, to clear the extra, and the extra train must not enter the working limits until copy of such order is received.

(SINGLE TRACK)

“Extra trains should be operated in one direction only, where practicable. When

necessary to operate an extra train in the opposite direction, such movement must be protected against opposing extra trains, as ———”

- (4) **Eng 5800 run extra
A to Z (or A to G)
with right over westward extra trains.**

Extra trains over which the train has thus been given right must clear the train as prescribed by rule unless train orders otherwise provide.

When an extra train is to meet an opposing extra train at its initial station, the running order should read as follows:

- (5) **After extra 5801 West
arrives at A
Eng 5800 run extra
A to G etc.**

The extra authorized by this example must not leave A until Extra 5801 West has arrived.

- (6) **On Thursday December 7th
after nought six thirty 0630
Eng 5800 run extra
A to G.**

This form to be used to authorize in advance a movement of an extra train. The train must not leave the first named point before the day, date and time specified in the order.

When more than one work extra is to work within the same working limits (2) may be used.


(2) Engs 5801 and 5800
work as two 2 work extras
nought seven thirty 0730 until
fourteen hundred 1400
between D and F
protecting against each other.

The modifications shown under (1) may be used, and the same instructions apply.


Under this example, if protection other than that prescribed by Rule 99 is to be provided, conductors and enginemen off work extras required to protect against each other must first have a thorough understanding in writing as to the movements of each work extra and the protection to be provided.

When a work extra has been instructed by train order to not protect against extra trains, and it is desired to have it clear the track for (or protect itself against) designated extra trains, a separate train order must be given as:


(3) Work Extra 5801
(or Work Extra 5801
and Work Extra 5800
clears (or protects against)
Extra 5803 West
between F and E
after fourteen ten 1410
between E and D
after fourteen thirty 1430



Extra 5803 West must not enter the limits specified before the times stated, and will then run expecting to find the work extra (or work extras) clear of the main track (or protecting) as the order may require.




To instruct a work extra to clear an extra train authorized by Example (3) of Form G, the following example will be used.



**Work Extra 5801
(or Work Extra 5801
and Work Extra 5803)
clears Extra 5804 East
between D and F.**


To enable a work extra to work on the time of a regular train (4) will be used.

- (4) Work Extra 5801
protects against No 65 Eng 5803
and No 64 Eng 5804
between D and F.**




The work extra may work upon the time of the train or trains named in the order and must protect itself against such train or trains as prescribed by the rules.

The regular train or trains receiving the order will run expecting to find the work extra protecting itself.



When a work extra is to be given exclusive right over all trains (5) will be used.



**(5) Work Extra 5801
has right over all trains
between D and F
nineteen thirty 1930
until twenty three thirty 2330**

This gives the work extra exclusive right to the track between the points designated, between the times named, and other trains must not enter the limits unless written permission is obtained from conductor and engineman of the work extra, in which case, when practicable, the train dispatcher should be advised by the conductor of the work extra.



The working limits should be as short as practicable, to be changed as the progress of the work may require.


Work extras must give way to all trains as promptly as practicable.

Whenever extra trains are run over working limits, they must be given a copy of the order sent to the work extra.

Should the working order instruct a work extra to not protect against extra trains in one or both directions, such extra trains must protect against the work extra. If the order indicates that the work extra is protecting itself against other trains, such trains will run expecting to find the work extra protecting itself.


(TWO OR MORE TRACKS)

- 
- (6) Eng 5801 work extra
on eastward track (or both tracks)
(or tracks specified by number)
nought seven thirty 0730
until eighteen thirty 1830
between D and F.**
- 




The work extra must, whether standing or moving, protect itself within the working limits against extra trains moving with the current of traffic on the track or tracks named. The time of regular trains must be cleared.


The same modifications shown under (1) and the examples as given for work extras on single track may be used and all instructions covering single track may be used and all instructions covering single track work orders apply.



When a work extra is given an order "Not protecting against extra trains", authority is conferred to move in both directions on the track or tracks named. The time of regular trains must be cleared.



(1), (2) or (6) does not give the work extra right to occupy the main track between the switches of the siding at either of the stations named, unless the order otherwise prescribes.



When it is desired to move a train against the current of traffic over working limits of a work extra, the work extra must be instructed to be clear of the track affected, as ---

- (7) **Work Extra 5800**
clears Extra 5801 West
on eastward track
between E and D
after fourteen ten 1410
Extra 5801 West moving
against the current of traffic
E to D.

Extra 5801 West must not enter the working limits before the time stated, and will then run expecting to find the work extra clear of the track affected.

Work Extra 5800
clears No 65 Eng 5801
on westward track
between D and E.
No 65 moving against the current
of traffic
D to E.

The time of the regular train must be cleared on the track affected.

Form J — HOLDING ORDER.

- (1) **Hold No 64 Eng 5800.**
- (2) **Hold all (or eastward) trains.**
-

When a train has been so held it must not proceed until the order to hold is annulled, or an order given to the operator in the form:

.....may go.

These orders will be addressed to the operator and acknowledged in the usual manner, and must be delivered to the trains affected.

This form will be used only when necessary to hold trains until orders can be given, or in case of emergency.

(Form K — ANNULLING A SCHEDULE.

(1) No 64
due to leave A
Thursday March 26th is annulled
A to Z.

(2) No 64
due to leave A
Thursday March 26th has arrived at E
and is annulled E to Z.

The schedule annulled becomes void between the points named and cannot be restored.

form K will not be combined with other forms of train orders.

Form L — ANNULLING A TRAIN ORDER

- (1) Order No ten 10
(or ten 10 of March 26th)
is annulled.

If the order to be annulled is of a previous date the annulling order must so state.

- (2) Order No ten 10
(or this order) is annulled
at ten thirty 1030.

(2) may be used when it is desired that an order shall be annulled at a specified time and when so used the order becomes void at the time stated.

When delivery of an order to a train is not required, the annulling order will be addressed to the operator only, who will destroy all copies of the order annulled except his own, and write on that "annulled by Order No".

If a Form L order is to be delivered to a train, such train must have a copy of the order annulled.

An order which has been annulled must not be re-issued or reinstated under its original number.

Form M — ANNULLING PART OF A TRAIN ORDER.

- (1) That part of
Order No ten 10 reading
pass No 65 Eng 5801 at G
(or and meet No 64 Eng 5800 at J)
is annulled.

This form will be used only when that part of the order not annulled is clear in its wording.

A part of an order which has been annulled must not be re-issued or reinstated under its original number.

Form P — SUPERSEDING A TRAIN ORDER OR A PART THEREOF.

This order will be given by adding to prescribed forms the words “instead of”

- (1) No 65 Eng 5801
meet No 64 Eng 5800
(or pass No 994 Eng 5802)
at C instead of B.
-

- (2) No 64 Eng 5800
meet No 65 Eng 5801
at C instead of B
No 64 take siding at C.
-

An order, or part of an order, which has been superseded must not be re-issued or reinstated under its original number, and an order, part of an order, superseding a particular movement must not itself be superseded.

A superseding order must not be delivered to a train prior to the delivery of the order which is superseded.

When a train has been directed by train order to take siding for another train, such instructions apply only to that order, that train and station named, and do not apply to the superseding order unless so specified.


Form Q — NOTICE OF NEW TIME TABLE OR SUPPLEMENT

- (1) Time table No eighteen 18
(or supplement No one 1 to
time table No eighteen 18)
is effective at
nought one nought one 0101
Sunday May 2nd.


Trains or engines must not occupy the main track after the effective time and date specified until copies of the new time table or supplement have been received.

Form R — (TWO OR MORE TRACKS) PROVIDING FOR MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.


- (1) No 65 Eng 5801
(or No 65 Eng 5801
No 67 Eng 5803
and Extra 5805 West)
has (or have) right over opposing trains
on eastward (or No 2) track
F to C.



The designated trains must use the track specified between the points named and have right over opposing trains on that track between those points. Unless otherwise specified, the right conferred extends only to the first crossover switch at the point last named. Opposing trains must not leave the point last named until the designated trains have arrived.



The designated trains must move prepared to stop within one-half the range of vision, not exceeding 20 miles per hour within yard limits.





All trains between the points named moving with the current of traffic in the same direction as the designated trains must, when practicable, receive a copy of the order and may then proceed on their schedules or rights.

The designated trains must be given copies of all train orders affecting them on the track named.



This may be modified as follows:

- 
- (2) After No 64 Eng 5800
arrives at F
No 65 Eng 5801
has right over opposing trains
on eastward (or No 2) track
F to C.



The train to be moved against the current of traffic must not leave the first named point until the arrival of the first named train.

A train must not be moved against the current of traffic until the track upon which it is to run has been cleared of opposing trains.

When it is desired to move a train against the current of traffic over working limits of a work extra, the work extra must be instructed to be clear of the track affected as prescribed by Example (7) of Form H.

Form U — RELIEF OF FLAG PROTECTION.

(1) Westward trains except
No 65 Eng 5801
wait at G
until ten thirty 1030.

(2) Westward trains except
No 65 Eng 5801
wait at G
until No 65 Eng 5801
arrives at F.

(3) Westward extra trains
except Extra 5803 West
wait at G
until ten thirty 1030.

Under these examples, trains cannot be held at more than one point in one order.

These examples permit the train so protected to occupy the main track without rear flag protection against the trains specified until the time stated in (1) and (3), and until the train arrives at the point last named in (2).

Form U train order must not be used if there are other trains in the same direction between the point where such order is to be delivered and the point where protection is to be provided.

Should a train, after leaving a point from which rear protection is provided, pass another train in the same direction before the order is fulfilled, it must thereafter be governed by Rule 99. Under other conditions the situation must be protected by the train dispatcher.

Form U train order must not be used to protect a train within the working limits of a work extra.

FORM V — SPECIFYING THE SPEED OF A TRAIN

- (1) Do not exceed
ten 10 MPH between
mileage twelve point one 12.1
and mileage twelve point five 12.5
(or at mileage twelve point five 12.5).

This example may be modified as follows:

nought eight hundred 0800 until
sixteen hundred 1600

When this modification is added, slow order signals as required by Rule 43 will be displayed until the order is annulled.

To be used when track is reported unsafe for normal speed as prescribed by Rule 43, or for other conditions as may be required.

**Form W — TRAIN ORDER CHECK OF
TRAINS — MODIFYING CLEARANCE OR
REGISTER REQUIREMENTS.**

- (1) All regular (or class) trains
due at C
before nought seven fifteen 0715 Thursday
Feb. 22nd have arrived (or left, or arrived
and left) except No 64.

- (2) No 64
due to leave A Thursday June 30th
has arrived (or left) K.

- (3) Extra 5801 West
has arrived (or left) C
on train order no ten 10.

- (4) Extra 5801 West
may leave C
without obtaining clearance.

Where there is a train order signal at such
station, the following must be added:

“provided train order signal indicates pro-
ceed”.

- (5) Extra 5803 West
may leave C
without registering.

- (6) Extra 5803 West
may register at C
by register ticket.
-

- (7) Extra 5805 West
register at C.

- (8) Extra 5805 West
may check register at C
for arrival of
Extra 5800 East
due at C
after ten thirty 1030 Thursday
March 26th.

**Form X — WHEN ENGINE ON A TRAIN IS
CHANGED.**

- (1) No 65 has Eng 5801
instead of Eng 5803.
-
- (2) Eng 5803 instead of Eng 5801
on Extra West (or Psgr Extra West)
in train order No ten 10
(or Nos ten 10 and twelve 12).
-

Other trains affected must be given a copy
of the order as soon as practicable.

Form Y - PROTECTION OF TRACK WORK.

(1) Between

Nought seven thirty 0730

and seventeen thirty 1730

**Thursday March 10th (on Eastward track)
(on main track(s))**

**Westward movements approach
red signal mileage**

Ninety eight point five 98.5

**and Eastward movements approach
red signal mileage**

Ninety six point five 96.5

**Holly Sub, prepared to stop. Do not pass red
signal until instructions have been received
from foreman (Black), either by radio com-
munication or personal contact.**

**(1) Form Y will be used when providing
protection as prescribed by Rule 42.**

Form Z — SIDING TO BE USED AS MAIN TRACK.

**(1) Main track out of service
between siding switches at H.
Switches lined and secured for siding.
Trains will move through siding
at restricted speed.**

**This form of order to be used when neces-
sary to use a siding for main track move-
ments.**

(PRINTED ON GREEN PAPER)

CLEARANCE

STATION (Battle Creek) (May 20) 19 ()

TRAIN (No 65)

ORDERS FOR (101 - 601 - 605) (or Nil)

YOUR TRAIN

ARE

AND (Three) (or Nil) MESSAGE(S)

THE NEXT TRAIN AHEAD FROM THIS STATION LEFT AT (Time)

OK at (Time) (FAS) Dispatcher (L. G. Page) Operator

OK at Dispatcher Operator

TRAIN REGISTER CHECK

Station Date

Train Time

Train	Arrived	Left

When necessary to check the train register to ascertain whether all trains due which are superior have arrived or left, conductor must complete this form, showing thereon all trains due which are superior and fill in the time of those which have arrived or left, and deliver, or have it delivered to engineman before leaving.

CHECKED BY CONDUCTOR

(PRINTED ON YELLOW PAPER)

FORM 19 (R or Y) Train Order No. (.....(10).....)(Battle Creek, May 11) 19(78).....	
To	At Station
Signatures	
	Repeated at (time) Made (Com) Time (1400) Opr (L.A. Jones)

(PRINTED ON PINK PAPER)

REGISTER TICKET

Station Date..... 19.....

Train Conductor

Engine Engineman

Arrived Left

Loads Empties Tons

GENERAL DESCRIPTION AND LOCATION OF SIGNALS

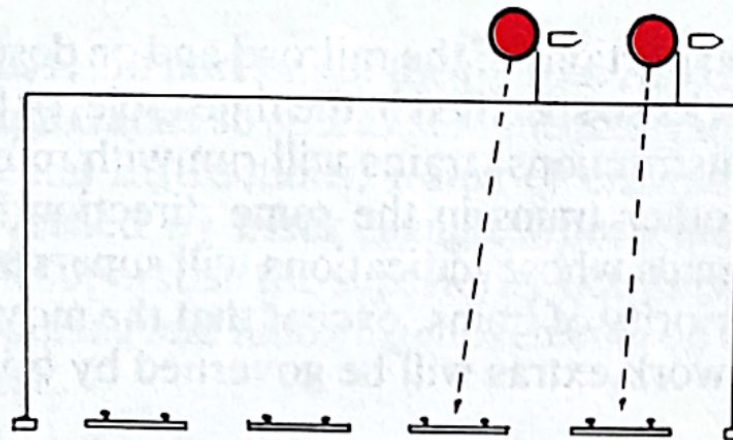
246. Where practicable, train order signals will be located adjacent to the train order office to which they apply, and other fixed signals, except switches, will be located over or to the right of the track they govern. Where conditions require other locations they will be indicated in Special Instructions.

247. When bridge or cantilever structures are used, signals will be located with respect to the tracks on which they affect movements as shown in figures 1 and 2.

248. Indications of fixed signals of the semaphore and color light types are shown by the position of semaphore arms, colors of lights, flashing of lights, or any combination thereof. They may be qualified by letter plate, marker, shape of semaphore arms, or any combination thereof.

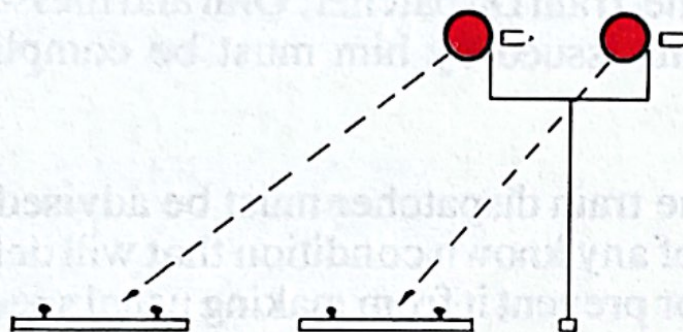
Semaphore type signals display their indications by arm, or arms, to the right of the signal mast and in addition, by night, display lights of the prescribed color as viewed from an approaching train.

Color light type signals display their indications by lights of prescribed color or flashing of such lights as viewed from an approaching train.



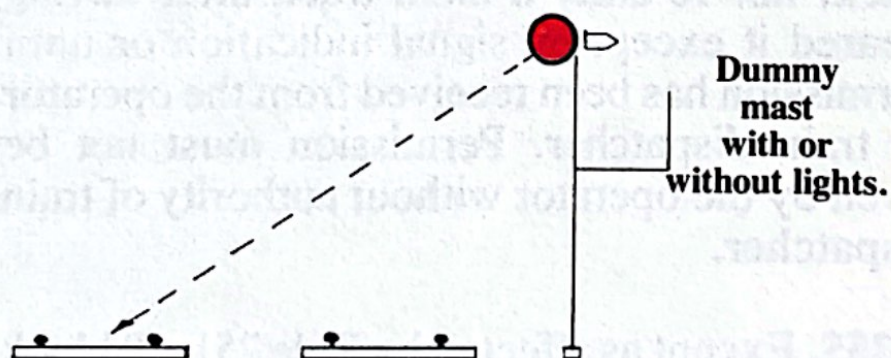
BRIDGE STRUCTURE

Figure 1.



BRACKET STRUCTURE

Figure 2.



CANTILEVER STRUCTURE

Figure 3.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY SIGNAL INDICATION

251. On portions of the railroad and on designated tracks so specified in the time table, or by special instructions, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains, except that the movement of work extras will be governed by train orders.

252. The movement of trains will be supervised by the Train Dispatcher. Oral and message instructions issued by him must be complied with.


253. The train dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

254. A train must not enter on nor foul a main track, nor re-enter a main track after having cleared it except by signal indication or until permission has been received from the operator or train dispatcher. Permission must not be given by the operator without authority of train dispatcher.


255. Except as affected by Rule 251, all block signals and operating rules remain in force.



RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS OR ENGINES BY SIGNAL INDICATION



261. On portions of the railroad, and on designated tracks so specified in the time table, or by special instructions, trains or engines will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.



262. Except as affected by Rule 261 all block signal and operating rules remain in force.

CENTRALIZED TRAFFIC CONTROL RULES

Wherever the words "train dispatcher" appear herein they apply to the employee performing the duties.

263. Rule 261 applies in CTC. The movement of trains and engines will be supervised by the train dispatcher who will issue instructions as may be required.

The train dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

264. When a train or engine is stopped by a signal indicating STOP and no conflicting movement is evident:

(a) The engineman or conductor must immediately communicate with the train dispatcher, stating his name, occupation, location and train or engine number.

(b) If there is no conflicting movement, the train dispatcher may authorize the train or engine to pass the signal, but before doing so must provide protection against all opposing movements. The train or engine so authorized must move at restricted speed to the next signal, and be governed by Rule 104B at dual control switches, and Rule 672 at automatic interlockings.

(c) Instructions received from the train dispatcher must be copied in writing by the conductor or engineman and repeated before being acted on. Train dispatcher must make the proper record immediately.

265. When a train or engine is stopped by a signal indicating STOP and all means of communication have failed, such signal may be passed under protection of flagman but only to enter the siding or clear the main track governed by the signal. Rule 104B, paragraph 2, must be complied with at dual control switches, and Rule 672 at automatic interlockings.

266. A train or engine may be given exclusive occupancy of a track or tracks within specified limits and specified times to perform switching or other work when authorized by the train dispatcher in the following manner: "(train or engine) may use (track or tracks) between and (or at) hours until hours."

When requesting track and time limits, engineman or conductor will give his name, occupation, location, train or engine number and specify time and work limits and track or tracks to be used. When such authority is granted, the instructions must be in writing and repeated to the train dispatcher before being acted on, and no movement may be made under this rule until the engineman has been advised and understands the track and time limits granted.

After the train or engine has entered the limits specified, the train dispatcher must block all levers controlling signals and governing movements into such limits at Stop and must not remove lever blocks nor permit any other train or engine to enter the limits until track and time limits have expired unless the train or engine is reported clear of the track or tracks specified.

During the period track and time limits are authorized the train or engine may use the track or tracks specified in either direction without flag protection.

The train or engine must be clear of the track or tracks specified, switches restored to normal position before expiration of the time specified, and train dispatcher so advised. If not clear by the time specified, protection must be provided as prescribed by Rule 99. If additional time is required, authority must be secured from train dispatcher before previously authorized time expires.

When it becomes necessary to move a train or engine into a CTC block already occupied by another train or engine, the Conductor or Engineman of the train required to enter the occupied block must obtain permission from the Conductor and Engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding. The Conductor or Engineman of the train or engine required to enter the block must also obtain authority in writing which must be repeated to the Train Dispatcher in the following form:

Authority given (occupation), (name) on (train or engine) to pass stop signal (number) at (location) after permission received from Conductor (name) and Engineman (name) of (train or engine) who holds Rule 266 authority between (signal number) at (location) and (signal number) at (location) on (track) from (time) until (time).

Restricted speed as required by ABS Rules and Rules 104B and 672 must be applied.

Such authority and permission may be obtained and repeated by radio.

Joint authority may be issued when it is necessary for more than one train or engine to work within the same limits. The Conductors and Enginemen of such train or engine required to protect against each other must first have a thorough understanding in writing as to the movements of each other and the protection to be provided.

This rule may be used to protect maintenance of way machines. When requesting track and time limits, employee will give his name, occupation and location and specify time and work limits and track or tracks to be used. When such authority is granted the instructions must be in writing and repeated to and acknowledged by Train Dispatcher before being acted on. Train Dispatcher must make proper record immediately. Before authorizing track occupancy, Train Dispatcher must block all levers controlling signals governing movements into such limits at STOP and must not remove lever blocks nor permit any train or engine to enter such limits until the employee in charge reports the time track and/or machines are clear, **REGARDLESS OF THE TIME LIMITS GRANTED.** If additional time is required, authority must be obtained in writing before previously authorized time expires. Train Dispatcher must, when practicable line track switches against potential conflicting movements and in addition when practicable, line signal away from the protected limits.

268. A train or engine must not enter on nor foul a main track, nor re-enter a main track after having cleared it, except by signal indication or until permission has been received from the train dispatcher.

When using a hand operated switch not electrically-locked or an electrically-locked hand operated switch on which it has been necessary to call a Signal Maintainer to unlock, the permission required from Train Dispatcher must be copied in writing and repeated before being acted on. Before granting such permission the Train Dispatcher must provide protection against movements from all directions until advice received from a member of the crew that the Main Track is occupied. When entering the Main Track under this provision, restricted speed must be observed to the next signal.

269. In CTC, protection against following trains or engines on the same track is not required at any time unless signals are declared inoperative.

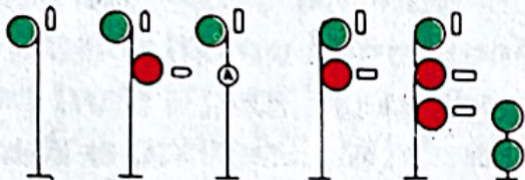
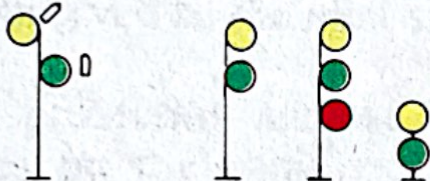

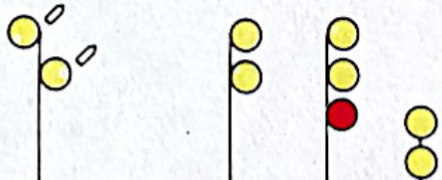
272. When CTC operation is interrupted or suspended, trains and engines will be governed by instructions from the train dispatcher.

273. Except as affected by Rule 261 and Rules 263-272 inclusive, all block signal and operating rules remain in force.

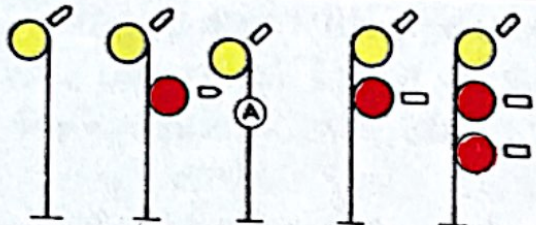
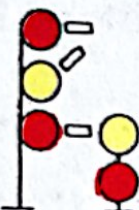
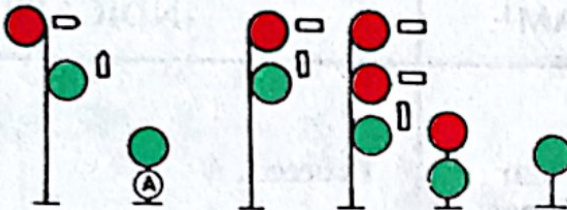
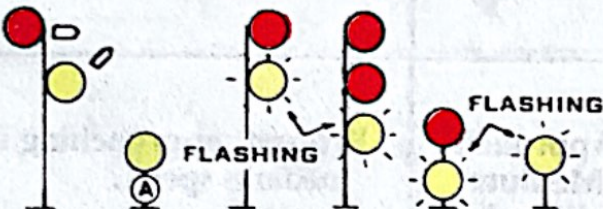
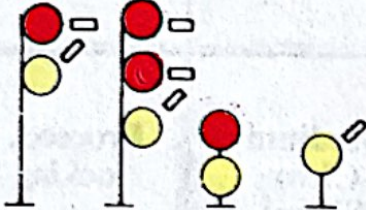
NAME	LOCATION	RULE
...	...	181
...	...	182
...	...	183
...	...	184

BLOCK AND INTERLOCKING SIGNALS

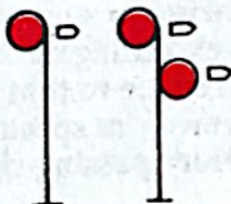
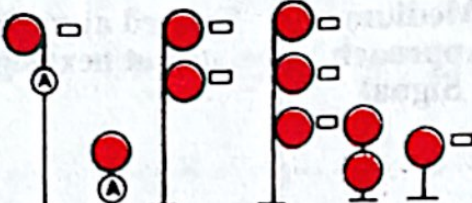

The following signals will appear where conditions require their use. These illustrations give standard indications. Other indications will be shown in special instructions. Lights may be to either side of signal mast and number plates may be provided for the purpose of identifying location.

RULE	
281	
282	
283	
284	

NAME	INDICATION
Clear Signal	Proceed.
Approach Medium Signal	Proceed, approaching next signal at medium speed.
Medium Clear Signal	Proceed, medium speed within inter- locking limits or through turnouts.
Approach Slow Signal	Proceed, approaching next signal at slow speed. Trains exceeding medium speed must at once reduce to that speed.

RULE	
285	
286	
287	
288	
290	

NAME	INDICATION
Approach Signal	Proceed, preparing to stop at next signal. Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal.
Medium Approach Signal	Proceed at medium speed preparing to stop at next signal.
Slow Clear Signal	Proceed, slow speed within inter-limits or through turnouts.
Slow Approach Signal	Proceed, preparing to stop at next signal. Slow speed within interlocking limits or through turnouts, medium speed must then not be exceeded until a more favorable indication has been accepted.
Restricting Signal	Proceed at restricted speed.

RULE	
291	
292	
293	

NAME	INDICATION
Stop and Proceed Signal	Stop, then proceed at restricted speed.
Stop Signal	Stop.
Take (or Leave) Siding Signal	Be governed by signal indication. Take (or leave) siding when "S" lighted or light flashing. NOTE: Lighted "S" or flashing light is used in conjunction with a block or interlocking signal.

MANUAL BLOCK SYSTEM RULES

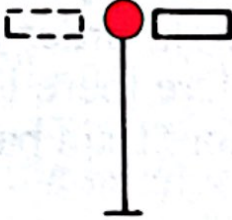
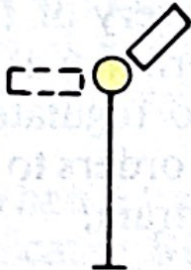
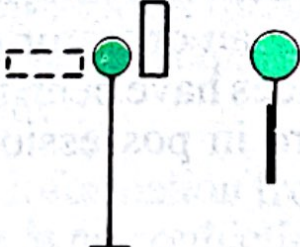
321. On portions of the railroad so specified in the time table, or by special instructions, the use of the main track will be governed by the manual block system.

322. The movement of trains will, unless otherwise provided, be supervised by the train dispatcher who will issue instructions as may be required to operators, conductors or engine-men.

323. Except as affected by Rules 321 and 322 all block signal and operating rules remain in force.

TRAIN ORDER SIGNAL RULES

401. The following signals will appear where conditions require their use.

RULE	SIGNAL	NAME	Indication
401A		Stop Signal	Stop — for orders.
401B		Caution Signal	Caution — for 19Y orders.
401C		Clear Signal	Proceed — no orders.

402. Train order signals affect all train movements in the direction in which the indications apply, the normal indication being proceed.

403. When the STOP signal is displayed for trains in the direction in which the signal applies, it will indicate the delivery of restrictive train orders which may affect the train at that station and the train must stop before fouling the siding switch where an opposing train clears, except where the train order signal is beyond such switch, or where there is no siding, stop must be made before train passes the signal.

404. When the caution signal is displayed for trains in the direction in which the signal applies, it will indicate the delivery of 19Y train orders, none of which is restrictive at that station. The speed must be so regulated as to enable proper delivery of the orders to be made to both front and rear of the train.

405. When train orders or clearances are placed in a mechanical device for delivery to a train, additional train orders affecting that train must not be accepted by an operator until the train orders and clearances have been removed from the device and are in possession of the operator.

AUTOMATIC BLOCK SIGNAL SYSTEM RULES

505. Block signals govern the use of the blocks, but do not supersede the superiority of trains unless Rule 251 or Rule 261 is in effect. They do not dispense with the use or observance of other signals whenever and wherever required.

506. When an interlocking is in use in ABS territory, interlocking rules govern movements through the interlocking.

507. Signals in ABS territory may only be withdrawn from service by train order, and then only on instructions of the signal supervisor. Trains will then be governed by instructions from the train dispatcher.

509. When a train or engine is stopped by a signal indicating STOP and no conflicting movement is evident:

(a) A member of the crew must immediately communicate with the train dispatcher, stating his name, occupation, location and train or engine number.

(b) On information from the train dispatcher that there is no conflicting train movement, the train or engine may proceed at restricted speed to the next signal.

(c) If unable to secure information that there is no conflicting train movement, it may proceed only under flag protection (as prescribed by Rule 99) to the next signal displaying a less restrictive indication than Stop or Stop and Proceed.

(d) Instructions received from the train dispatcher must be copied in writing by the conductor or engineman and repeated before being acted on. Train dispatcher must make the proper record immediately.

513. Before a train or engine enters on or fouls a main track, or crosses from one main track to another, at any switch operated by hand, it must wait five minutes after any switch connected with the movement has been operated to establish block signal protection.

EXCEPTION: Movement may be made to main track without waiting five minutes under the following conditions:

(a) On single track, if switch to be used is opened immediately after an opposing train has passed.

(b) In CTC territory, when movement to main track is authorized by the Train Dispatcher.

(c) When switch is equipped with a mechanical time lock or electric lock and indication is observed showing lock has released.

514. A train or engine entering a block between signals must be protected as required by the rules, and must proceed at restricted speed to the next signal unless track is seen to be clear to the next signal and such signal indicates proceed.

515. When a train or engine has passed a signal permitting it to proceed at other than restricted speed and is delayed in the block, it

must proceed at restricted speed to the next signal unless track is seen to be clear to the next signal and such signal indicates proceed.

516. A train or engine having passed beyond the limits of a block must not back into that block except under protection.

517. If any part of a train or engine over-runs a signal indicating STOP, front of train or engine must be protected immediately as prescribed by Rule 99, and member of crew must immediately communicate with train dispatcher and be governed by his instructions.

518. To avoid holding main track signals at stop, cars or engines must not be allowed to stand between the fouling point and main track switch.

INTERLOCKING RULES

Wherever the word "Control Operator" appears herein it applies to the employee performing the duties.

605. Interlocking signals govern the use of the routes of an interlocking, and as to movements within interlocking limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.


605A. Unless otherwise specified in special instructions, rear flag protection is not required within interlocking limits.

611. Unless otherwise provided, signals must be kept in position displaying the most restrictive indication, except when displayed for an immediate movement.


612. Appliances must be operated carefully and only by those charged with their duty. If any irregularity affecting their operation is detected, the signals must be displayed to give their most restrictive indication until repairs are made. Any defects must be promptly reported to the train dispatcher.

613. When the route is set, signals must be operated sufficiently in advance of approaching trains or engines to avoid delay.


615. When a route has been established it must not be changed or a conflicting movement authorized, until communication has been made



with the crew of train or engine for which route was first established, or it is known that such train or engine has stopped clear of the conflicting route.




616. The controls operating an interlocking appliance must not be moved or activated when any portion of a train or engine is standing on or closely approaching such interlocking appliance.





617. Operating controls must be blocked or marked and should not be used when a track, switch or signal is undergoing repairs or when a track is obstructed.

618. During cold weather the controls must be moved as often as may be necessary to keep connections from freezing. The use of salt is forbidden.

622. Control operators must not make nor permit any unauthorized repairs, alterations or additions to the interlocking.



623. If there is a derailment, or if any damage occurs to the track or interlocking, the signals must be restored so as to display their most restrictive indication and no movement permitted until all parts of the interlocking and track liable to consequent damage have been examined and are known to be in safe condition.



624. When a track, switch, derail or signal is undergoing repairs, is disconnected, or track is obstructed, controls involved must be properly blocked or marked to prevent their operation. Stop indications must be displayed for all routes

affected until repairs are completed. Switch, or detail must be securely spiked or fastened if movement is permitted before repairs are completed.

626. Control Operator must, when possible, observe all passing trains and note whether they are complete and in order. Should there be any indication of conditions endangering the train, or any other train or engine, the Control Operator must take necessary measures for the protection of trains.

628. Hand signals must not be used when the proper indication can be displayed by the interlocking signals.

633. If a train or engine overruns a signal indicating STOP, the Control Operator must immediately attempt to contact that train or engine and other trains and engines that may be involved. Such incidents must be promptly reported to the train dispatcher. In case of apparent disregard of signals by trains or engines, the Control Operator must, if practicable, see if proper indication was displayed.

634. Control Operators must not permit unauthorized persons to enter the interlocking station.

When a Control Operator is relieved, he must transfer all necessary information.

637. A running switch (drop) movement must not be made within interlocking limits.

661. If a signal indication permitting a train or engine to proceed, after being accepted, is changed to a STOP indication before it is reached, the stop must be made at once. Such occurrence must be reported to the train dispatcher.

663. Train or engine movements must stop before passing an interlocking signal indicating stop. Train or engine movements stopped at an interlocking signal indicating stop must not proceed until conductor or engineman has been fully informed of the situation, or hand signal has been received from the signalman. Movement may then be made at restricted speed. Yellow flags by day and yellow lights by night will be used by Control Operator in giving hand signals. Such occurrence must be reported to the Train Dispatcher.

669. Trains or engines stopped by Control Operator in making a movement through interlocking limits, must not move in either direction until they have received the proper signal or verbal instructions from the Control Operator.

670. A reverse movement within interlocking limits, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the Control Operator.

671. While an interlocking station is closed, should a signal for an open route indicate STOP, train and engine crews must know that the route for their train is properly lined and be assured they are protected against movements on conflicting routes, after which train may proceed at

restricted speed. The fact must be reported to the Superintendent from the first available point of communication.

672. When a train or engine is stopped by the STOP indication of an automatic interlocking signal, and no immediate conflicting movement is evident, a member of the crew must proceed to the crossing and unlock box marked "switches" and be governed by instructions posted in the box. In boxes where lights are provided to indicate the approach of trains, if those of the opposing railroad are lighted and no train is seen approaching, he will open the switch and give proceed hand signal to his train. If lights are not provided, or if those of the opposing railroad are not lighted, such employee, after opening the switch, must wait five minutes before giving his train signal to proceed. After his train has occupied the crossing he will close switch and lock box.

Special instructions will be issued as may be necessary.

673. When a train is running against the current of traffic it must approach interlocking limits under such control as to be able to stop at a dwarf signal indicating STOP.

